

WEEKLY SOUTHERN INDUSTRIAL RAILROAD POPINANCIAL NEWSPAPER.

SOUTHERN IRON AND STEEL.

The only requisite which is now needed to make the South an important center for both domestic and foreign trade in iron and steel is the establishment of facilities for the manufacture of finished products in proximity to the source of supply of the raw material. The steel which was produced on a commercial scale last year at Birmingham was made by the open-hearth method, and found a good sale in this country and in England, which success induced the steel-manufacturing company to double both its output and capacity. It is also said that shipments of pig iron for steel-making purposes have been made to England, Russia, Germany and Italy. The first by-product coke-oven plant is to be established soon in the South. And at the same time the growth of the coal industry has been commented upon, which, all taken together, bid fair to place the Southern States in the front rank in iron, steel and coal industries of the world. The cities of Alabama and Tennessee would thus advance and progress as their industries developed until they would be of great importance as centers of trade.—Stoves and Hardware Reporter.

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Baltimore, April 22, 1898.

\$4.00 per year.

Single Gopy

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YOL. XXXIII

No. 13.

The Westinghouse Air-Brake Company

is now prepared to fill orders at an hour's notice for one or one thousand sets of Air-Brakes for Freight Cars, having at their new works an annual capacity for turning out air-brakes for

250,000 Freight Cars 6,000 Passenger Cars 10,000 Locomotives

Besides repairs for the 613,000 Freight and Passenger Cars and 31,500 Locomotives already equipped by

> The Westinghouse Air-Brake Company

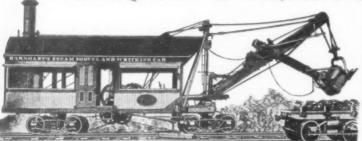
LAWRENCE RAILWAY

HIGHEST GRADE

PITTSBURG and BUFFALO.

THE MARION STEAM SHOVEL

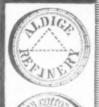
601 WEST CENTRE STREET





MARION, OHIO.





The American Cotton Oil Company

Cotton-seed Products

Oil, Cake, Meal, Linters, Ashes, Hulls.























CLASSIFIED INDEX ADVERTISERS. OF

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Acid Chambers.

James Robertson Mfg. Co., Baltimore, Md. Caroline Iron Works, Baltimore, Md. Valk & Murdoch Iron Wks., Charleston, S. C. Agricultural Implements.

Hench & Dromgold, York, Pa.

Air Brakes.

Westinghouse Air Brake Co., Pittsburg, Pa.

Air Brakes.
Westinghouse Air Brake Co., Pittsburg, Pa.
Air Compressors.
Clayton Air Compressor Works, New York.
Stilweil-Blerce & Smith-Vaile Co., Dayton, O.
Hall Steam Pump Co., Pittsburg, Ps.
H. B. Smith Machine Co., Smithville, N. J.
E. W. Bilss Co., 137 Plymouth street, Brooklyn, N. Y.
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Rand Drill Co., New York, N. Y.
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F. E. Reed Co., Worcester, Mass.
Theo. Hiertz & Son, St. Louis, Mo.
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Antimony. Son, St. Louis, Mo.

Antimony. Theo. Hiertz & Son, St. Louis, Mo.

Theo. Hiertz & Son, St. Louis, Mo.
Architects.
Towers & Wallace, Holyoke, Mass.
John McDonald & Sons, Austin, Texas.
Frank P. Milburn, Charlotte, N. C.
Hales & Ballinger, Philadelphia, Pa.
James Stewart & Co., St. Louis, Mo.
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Norrish, Burnham & Co., Inc., Glen Rock, Pa.
Lombard Iron Wks. & Sup. Co., Augusta, Ga.
T. H. Brooks & Co., Cleveland, O.

Artesian Well Tools and Supplies [See Well Tools and Supplies.]

Artesian Well Tools and Supplies.

[See Well Tools and Supplies.]

Asbestos.

H. W. Johns Manufacturing Co., New York.

Empire Paint & Roof. Co., Philadelphia, Fa.

Asphalt Pavements.

Barber Asphalt Paving Co., New York, N. Y.

Warren Chem. & Mfg. Co., New York, N. Y.

National Roofing & Sup. Co., Louisville, Ky.

Attorney and Counsellor-at-Law.

Interstate Law Asso., Charleston, W. Va.

J. A. Thayer & Co., Charleston, W. Ya.

Robt. W. Grasty, Atlants, Ga.

Babbitt Metal. [See Anti-Friction Metal.]

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Barrel Mehy. [See Woodworking Mchy.]

John L. Williams & Sons, Richmond, Va. Middendorf, Oliver & Co., Baitimore, Md.

Barrel Mchy. (See Woodworking Mchy.)

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J. E. Rhoads & Sons, Wilmington, Del.

Bleveles.

Beit Preserver.

J. E. Rhoads & Sons, Wilmington, Del.

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Y. A. Mead Cycle Co., Chicago, Ill.

Bieycle Machinery and Tools. [See Tools.]

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McClave, Brooks & Co., Scranton, Pa.

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A. A. Griffing Iron Co., New York, N. Y.

Looby St. Gage & Valve Co., Boston, Mass.

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Boilers. [See Machinery.]

A. A. Griffing Iron Co., New York, N. Y.

Muirhead Machine Works, Pittston. Pa.

The Murray Iron Works Co., Burlington, Ia.

Ames Iron Works, Oswego, N. Y.

Muirhead Machine Works, Pittston. Pa.

S. L. Holt & Co., Bostoh, Mass.

The Murray Iron Works Co., Burlington, Ia.

Ames Iron Works, Oswego, N. Y.

Harrisburg Mfg. & Boller Co., Harrisburg, Pa.

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River-Conley Co., Pittsburg, Pa.

St. L. Holt & Co., Bultinore, Md.

Vork Mfg. Co., York Pa.

River-Conley Co., Pittsburg, Pa.

River-Conley Co., Pittsburg, Pa.

River-Conley Co., Pittsburg, Pa.

River-Conley Co., Pittsburg, Pa.

River-Conley Co., Columbus, O.

Maryland Mfg. & Const. Co., Baltimore, Md.

Valdosta Fdy. & Mch. Co., Valdosta, Ga.

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A. B. Farquhar Co., Ltd., York, Pa.

A. Brarquhar Co., Chicago, Ill.

A. Besly & Co., Chicago, Ill.

Clamps.

Chas. H. Besly & Co., Chicago, Ill.

Clamps.

Chas. H. Besly & Co., Chicago, Ill.

Clamps.

Chas. H. Besly & Co., Chicago, Ill.

Clamps.

Robt. Wetherill & Co., Chester, Pa.
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A. A. Griffing Iron Co., New York, N. Y.
The Lunkenheimer Co., Cincinnati, O.
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Buckey Iron & Brass Works, Dayton, O.
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and Supplices.
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E. M. Freese & Co., Gallon, O. Bridges.
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iyn, N. Y.

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Birmingham Boiler Was., Birmingham, Ala.
Geo. Peacock, Selmas, ala.

Cars. (Passenger and Freight.) [See
Railroad Equipment and Supplies.]

Car-Couplers. thester Steel Castings Co., Philadelphia, Pa Car Seals. (Lead.) 'heo. Heirtz & Son, St. Louis, Mo.

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Castings. (Maileable Iron and Steel.) chester Steel Castings Co., Chester, Pa.

Ceilings. Cincinnati Corrugating Co., Piqua, O.

Comment.

Maryland Cement Co., Baltimore, Md.
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Southeastern Lime & C. Co., Charleston, S. C.
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C. M. Gilbert & Co., Savannan, Ga.
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The Standard Coal Co., Brookwood, Ala.
Castner, Curran & Bullitt, Philadelphia, Pa.
Coke.
Davis Coal & Coke Co., Philadelphia, Pa.
The Standard Coal Co., Brookwood, Ala.
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F. E. Homer & Co., Cleveland, O.
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Contractors. (Railway.)

Contractors. (Rallway.)
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James Stewart & Co., St. Louis, Mo.
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Riter-Conley Co., Pittsburg, Pa.
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Contractors' Machinery and Sup-

Contractors' Machinery and Supplies. [See Holsting Machinery.]
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Corrugated Iron. [See Roofing and Siding.]
Cotton Home.

Corrugated Irom. [See Roofing and Slding.]
Cottom Hose.
Eureka Fire Hose Co., New York, N. Y.
N. J. Car Spring & Rub. Co., Jersey City, N. J.
Boston Belting Ob., Bostes, Mass.
Cottom Compresses.
The Vulcan Works, Chester, Pa.
Cottom Gin Machinery.
Carrer Cot. Gin Co., E. Bridgewater, Mass.
Valk & Murdoch Iron Wks., Charleston, S.C.
Cottom Mill Mehy. [See Textile Mehy.]
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J. A. Gowdey & Son, Providence, R. I.
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Curtis & Marble Mch. Co., Worcester, Mass.
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Easton & Burnham Mch. Co., Providence, R. I.
Easton & Burnham Mch. Co., Pawtucket, R. I.
Cottonseed-Oil Machinery.
J. R. Alsing Co., New York, N. Y.
G. H. Bushnell Press Co., Thompson'e, Conn.

Cottonseed-Oil Machinery.

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American Supply Co., Providence, R. I.
Crames. (Traveling.)
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Huther Bros., Rochester, N. Y.
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American Diamond Rock Drill Co., New
York, N. Y.
Sullivan Machinery Co., Chicago, Ill.
Brills. (Rock)

Sullivan Machinery Co., Chicago, Ill.
Drilla. (Rock.)
American Diamond Rock Drill Co., New York.
Sullivan Machinery Co., Chicago, Ill.
Rand Drill Co., New York, N. Y.
Ingersoil-Sergeam Drill Co., New York, N.Y.
Drilla. (Twist.)
Standard Tool Co., Cleveland, O.
Morse Twist Drill & Mcb. Co., New Bedford.
Mass.

Cincinnati, O.

Morse Twist Drill & Mcs. Co., New Beatord
Mass.

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H. P. Simpson, Scranton, Pa.
Mulrhead Machine Works, Pittston, Pa.
Mulrhead Machine Works, Cincinnati, O
W. F. & Jno. Barnes Co., Rockford, Ill.
Draper Mch. Tool Co., Worcester, Mass.
Dry-Ktims.

The A. H. Andrews Co., Chicago, Ill.
Sturtevant Mill Co., Boston, Mass.
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J. R. Alsing Co., New York, N. J.
B. F. Sturtevant Co., Boston, Mass.
R. Dunbar & Son, Buffalo, N. Y.
The Jeffrey Mfg. Co., Columbus, O.
The Balley-Leibby Co., Charleston, S. C.
Dust-Collecting System.

Dust-Collecting System. B. F. Sturtevant Co., Boston, Mass Dyestuffs and Chemicals. Klipstein & Co., New York.

B. F. Sturtevant Co., Boston, Mass.

Dyestuffs and Chemicals.

A. Kilpstein & Co., New York.

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Columbia Water Power Co., Columbia, S. C.

Electric-Light and Power Plants.

Triumph Electric Mig. Co., Madison, Wis.

The Electrical Engineering & Supply Co.,

Charlotte, N. C.

Maryland Mig. & Const. Co., Baltimore, Md.

The United Electrical Imp. Co., Phila., Pa.

Stanley Electric Co., Mansfield, O.

Chas. E. Gregory Co., Chicago, Ill.

American Engine Co., Bound Brook, N. J.

Smethurst & Allen, Philadelphia, Pa.

Shawhan-Thresher Electric Co., Dayton, O.

Fort Wayne Elec. Corp'n, Fort Wayne, Ind.

Commercial Electric Co., Indianapolis, Ind.

Westinghouse Elec. & Mig. Co., Pittsbig, Pa.

Electrical Engineering & Supply Co.,

Charlotte, N. C.

Stanley Electric Mig. Co., Pittsfield, Mass.

Westinghouse Elec. & Mig. Co., Pittsbig, Pa.

Electrical Engineering & Supply Co.,

Charlotte, N. C.

Stanley Electric Mig. Co., Pittsbig, Pa.

Triumph Electric Co., Cincinnati, O.

Electrical Empiles.

Triumph Electric Co., Chicinnati, O.

Crouse-Hinds Electric Co., Bayton, O.

Electrical Engineering & Supply Co.,

Charlotte, N. C.

Syracuse, N. Y.

Northern Electric Mig. Co., Madison, Wis.

The Bradford Belting Co., Cincinnati, O.

Crouse-Hinds Electric Co., Baltimore, Md.

The Bradford Belting Co., Cincinnati, O.

Crouse-Hinds Electric Co., Baltimore, Md.

The Bradford Belting Co., Pittsfield, Mass.

Card Electric Mig. Co., Pittsbig, Pa.

Shawhan-Thresher Electric Co., Dayton, O.

Stanley Electric Mig. Co., Pittsbig, Pa.

Shawhan-Thresher Fleetric Co., Dayton, O.

Stanley Electric Co., Mansfield, O.

Western Electrical Sup. Co., Pittsbig, Pa.

Shawhan-Thresher Electric Co., Dayton, O.

Elevators.

Parkurat Bros. & Co., Indianapolis, Ind.

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Elevator. (Portable and Barrel Racks.)

Fox Portable Elev. & Rack Co., New York, N. Y.

Emery.

The Carborundum Co., Niagara Falls, N. Y.

Elevator. (Portable and Barrel Racks.)
Fox Portable Elev. & Rack Co., New York, N. Y.
Emery.
The Tanite Co., Stroudsburg, Pa.
The Carborundum Co., Niagara Falls, N. Y.
Emery Wacels. [Bee Grinding and Polishing Machinery.]
Elevator Enclosures and Cabs.
The Ludiow-Saylor Wire Co., St. Louis, Mo.
Doufur & Co., Baitimore, Md.
Dow Wire Works Co., Louisville, Ky.
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Mining.)
Henry E. Knox, Jr., Charlotte, N. C.
Chas, A. M. Praray & Co., Providence, R. I.
G. W. Chance, Philadelphia, Pa.
Franklin F. Davis, Atlanta, Ga.
Thorburn Reld, New York, N. Y.
S. J. Mactarree, Pittaburg, Pa.
John Mulrhead, Pittston, Pa.
Riter-Conley Co., Pittaburg, Pa.
Lathbury & Spackman, Philadelphia, Pa.
The Electrical Engineering Supply Co.,
Charlotte, N. C.
Tower & Waliace, Holyoke, Mass.
B. C. Howard, Baltimore, Md.
John McDonaid & Sons, Austin, Texas.
The Hutton Engineering Co., Lexington, Va.
Alber & Byrne, Birmingham, Aia.
J. M. Wilkinson Mfg. Co., Bridgeport, Pa.
Watkins & Hardaway, Birmingham, Als.
N. P. Pratt Laboratory, Atlanta, Gs.
Emginee. [See Machinery.]
Mulrhead Machine Works, Pittston, Pa.
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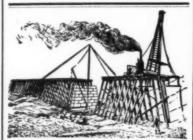
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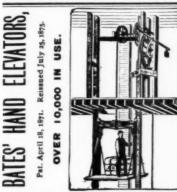
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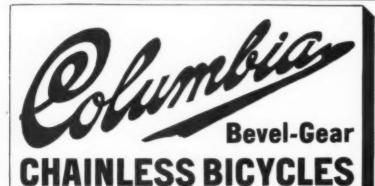
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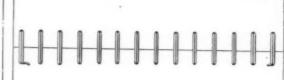


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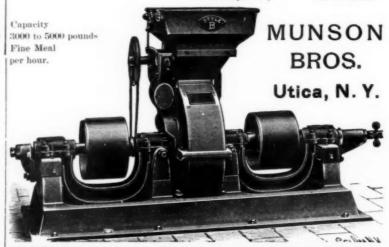
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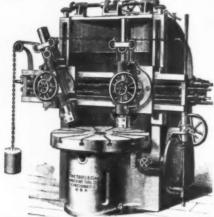
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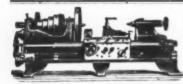
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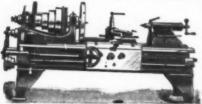
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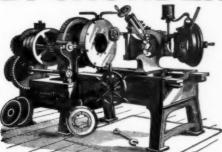
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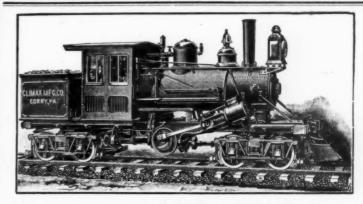
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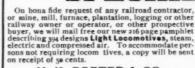
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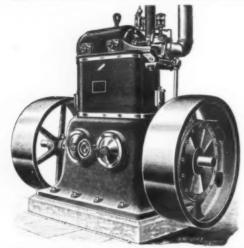
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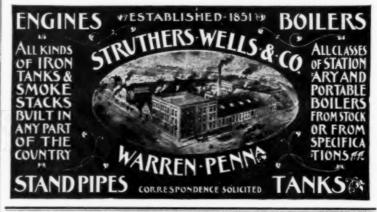
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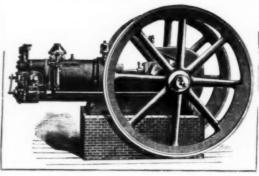
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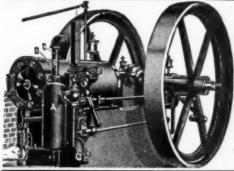
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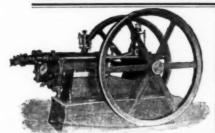
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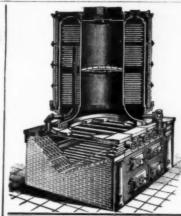
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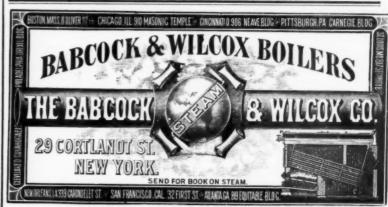


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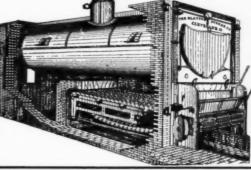




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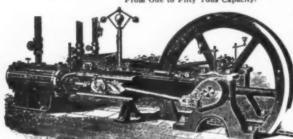
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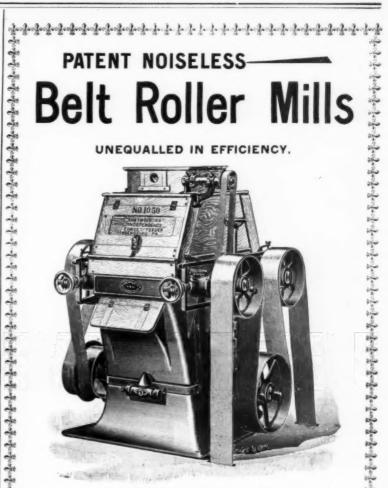


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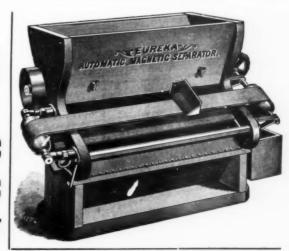
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A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXXIII. No. 13.

BALTIMORE, APRIL 22, 1898.

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BALTIMORE, APRIL 22, 1898.

Taxation of Factories.

The Boston Commercial Bulletin, alluding to the memorial recently presented to the Massachusetts house of representatives by prominent cotton manufacturers, dwells particularly upon the question that the manufacturers be treated with more leniency in the matter of taxation. It says:

It is a well-known fact that the taxation of textile property even in England is less than in New England. In the South mills are frequently exempted from taxation altogether. If towns in Southern States are willing to make favorable terms in order to gain an industry, it seems as if towns in Northern States should be willing to make favorable terms in order to hold an industry. This is the question that Mr. Coolidge, Mr. Slater and other cotton manufacturers make of the people of New England. It certainly seems reasonable.

Many Southern communities have long recognized the advantage of leniency in taxation, if not exemption. In State legislation this sentiment has found expression in the act exempting from taxation for ten years new cotton-mill investments in Alabama. The success of such legislation may apparently account for the recent meeting in Atlanta, where steps were taken to bring the constitution into harmony with what had already been found beneficial in parts of Georgia, and the coming convention at Nashville is inspired by the same feeling of a desire to assist by simple laws the growth of manufacturing industries, even if ex emption from taxation is not favored. The Knoxville Tribune, discussing the ceming convention, seems to regard exemption in the nature of a bribe, and contends that while an enterprise may reasonably offer part of its stock for local sale, in order to enlist substantial interest, it is not reasonable for it to demand a bonus.

We think the Tribune is hardly treating the subject of exemption fairly. It is not a question of a demand on the part of capital for a bonus, but it is an offer on the part of taxpayers of a State, or of a community in a State, to relieve for a time from taxation the investment which in the natural order of things will contribute to the en-

largement of the general taxable basis and hence tend to reduce the rate ulti-The Tribune expresses the mately. that the industrial convention should seek to remove the false impression which obtains with so many in the State and out of it that its laws are unfriendly, unjust or burdensome to corporate enterprises or manufacturing industries. In this the Tribune takes rather a peculiar position when compared with the statements made in the address of the executive committee of the convention. The general tone of that address was critical of existing conditions in Tennessee, both as to the laws of taxation and the sentiment in portions of the State toward corporations. While the Tribune's editorial does not say this, it leaves the impression that it hardly concurs with the spirit of the address. Be this as it may, the State of Tennessee cannot in placing itself squarely on the platform which the executive committee has set forth in advance of that

A Lesson from War.

In discussing the possibility of the selection of an assembling point for military supplies the Age of Steel points out that the advantages which would have most weight in determining the choice of such a place would be the accessibility from a great region for the production of food and other supplies, terminal facilities, a sufficient removal from the scene of active operation and deep water from the harbor to the sea. It says:

These essential conditions of a base of supplies are, it seems to us, more fully present in the case of New Orleans than in that of any other city seeking recognition in this connection. To begin with, its lines of communication with the Mississippi valley are unequaled, both by rail and water, by those of any other tidewater city. Six great railroads, having an aggregate mileage of 18,349 miles, extend from New Orleans to the West, Northwest, North, Northeast and East. This is more than one-tenth of the total railroad mileage of the United States, and as a transportation factor fittingly supplements its vast system of inland waters, the Mississippi and its tributaries. New Orleans is also geographically and logically the hoint from which operations should be conducted in case of war with Spain, even if reference be had only to the concentration of troops and supplies at a coast point. This will be the better understood when it is stated that the line of equal distances as between New York and New Orleans may be said to begin in Lake Superior, at or near the boundary between Wisconsin and the upper peninsula of Michigan, to follow that lake to Chicago, and to run thence southeasterly through Indianapolis, crossing the Ohio river midway between Cincinnatiand Louisville, to Charleston, S. C. Every point west of that line is, of course, nearer to the Crescent City than to New York—which means a great deal in the carrying of men, food supplies, horses, etc., to the

What the Age of Steel says about New Orleans in connection with military operations applies largely to that port in connection with outward-bound commerce. The line of equal distances between New York and New Orleans is as significant in the consideration of the transportation of grain and provisions as of the carrying of men and food supplies and horses to the scene of war. The developing trade with South and Central American countries ought to increase the importance not only of New Orleans, but of Mobile and Galveston. War may interrupt this growth, but the natural tendency will be to the advantage of the Gulf ports.

Persistency in Commerce.

Representatives of the commercial odies of New York, Philadelphia and Boston are not permitting the talk of war or other extraneous matters to interrupt the persistency of their campaign for the revocation of the winter North Atlantic load line rule of the British Board of Trade. About the latest step taken by them is the sending of a letter to the Board of Trade Mr. Charles P. Sumner, chairman of the committee. In it he alludes to the disposition on the part of interests opposed to the change in present regulations to secure a postponement of any decision of the board pending the collection of further data, takes the ground that sufficient data has been collected and asks that the board decide the question without waiting for additional information.

The present phase of the agitation against the load line rule has been continued for fifteen months. Whether or not it may be successful it is worthy the attention of the commercial bodies of Southern ports for two reasons: demonstrates the readiness with which Boston, Philadelphia and New York may sink differences among themselves overcome the competition which seems to affect them all; in the second place it is an illustration of tenacity of purpose and persistency in advocating measures upon which is founded the progress not only of a commercial undertaking, but of any large enterpris The commercial interest of the South should not permit the impending crisis to cause them to lose sight for a moment of the importance of alertness energy and activity in carrying out the plans which will give their seaports the standing promised in their natural advantages and in the inclination of inland transportation lines to turn traffic in their direction.

Wrought by Millionaires.

In the New York Times's Saturday Review of Books and Art more than a page is devoted to a list of the names of persons who from their private fortunes during the last five years have given a total of \$165,800,000 for public The gifts have risen from \$29, 000,000 in 1893 to \$45,000,000 in 1897. Among the donors mentioned are Wm. Waldorf Astor, Andrew Carnegie, Mrs. Alfred Corning Clark, John Watts De Peyster, George R. Edwards, Marshall Field, Lewis Ginter, Wm. R. Grace, Mrs. Mary R. Hawley, Adrian Iselein, Sr., Emanuel Lehman, Mrs. Winifrede Martin, Geo. M. Pullman, John D. Rockefeller, Chas. Broadway Rouss, P.

A. Widener, Mrs. Leland Stanford and Cornelius Vanderbilt. All of the persons mentioned are not millionaires, but the names of few millionaires in this country are absent from the list.

Little comment accompanies the publication and little is really needed. But there are in the United States certain individuals who in their ravings can find no good in aggregate wealth or in possessors of fortunes. They should study the list of men and women who have thus generously given large sums to philanthropy, education and religion, and perhaps they may reach the conclusion that the millionaire is not such a bad sort of a fellow after all.

A Misplaced Delusion.

In his recent address before the Atlanta Chamber of Commerce Mr. Edward Atkinson, of Boston, said: "You are under the delusion about cotton manufactures that low wages, long hours and child labor will give you a permanent advantage." And he hinted at the possibility of migration of factory operatives to New England.

The delusion to which he referred is hardly that of Southerners. The advantage of low wages, long hours and child labor in the South seem to have been in recent months the principal text of Massachusetts cotton manufac turers. Without denying that there was certain advantages in them, the intelligent Southerner has protested that his New England friends were overestimating them. Mr. Atkinson. so keenly observant and so philosophical in expression, has apparently erred once and has, by some strange mental process, transferred to Southerners the delusion under which New England alone rests. Certainly conditions in New England are not attractive to the contented Southern oper-

On Southern Progress.

The Fall River Daily Herald, in referring to our editorial last week on the subject of Southern progress, argues that the present condition surrounding the manufacture of cotton goods in the South cannot be permanent if the South is to advance and take her proper place in the procession. It alludes to the uplifting of the masses, and says:

The South has done well during the past few years, but she must do better, and she must do better along other lines than those on which she is expanding at present. Natural advantages aside, industrial conditions which enable one country or one community to undersell another country or community are nothing of which to be proud.

The phrase "uplifting of the masses" is rather an indefinite one. Comparing Massachusetts, a typical New England cotton manufacturing State, and the recent developments there, with the picture of contentment, happiness and harmony drawn in the recent report of the commissioner of labor of North Carolina, we are inclined to think that the uplifting to which the Herald

eems to incline has not been very beneficial to the masses in Massachusetts. If the uplifting process is one of the new lines upon which it is suggested the South must improve we are inclined to think that the Herald's advice is wrong.

The last sentence quoted from the conservative and intelligent paper shows that it is prone to accept the incorrect judgment of Southern conditions held in parts of New England. While New Englanders have been expatiating upon the alleged differences in industrial conditions between the North and the South the Southerners have been glad to reap the benefits of the natural advantages of their s tion, which have also been highly appreciated by quite a number of New England capitalists. Neither section possesses all the advantages or all the disadvantages, but the drift of Northern capital to the South would indicate that both the natural advantages and the industrial conditions there more favorable to the textile industry than those of New England.

On National Legislation.

In an article on "Factory Labor in outh" in Gunton's Magazine for April, the argument for federal interference with local conditions in one part of the country for the purpose of overcoming disagreeable conditions in another part of the country is again ad-Without reference to the mis vanced conception of conditions in the South, which seems to pervade the article, at tention should be called to the follow ing statements in it:

If the Southern operatives are indifferent to the consequences of this progress-arrest ing factory policy, then the better people of the South must interfere through statesn ship and public policy if they do not wish to be left further and further behind in the march of civilization, and if the better peo-ple of the South insist on ignoring this state ple of the South insist on Ignoring this sta of affairs, then the people of other State have a right, and it is their duty—a dut narcover which they will exercise—to react this problem through the longer rang statesmenship of national policy. • • • is neither good political science nor good po-litical policy to permit one portion of a nasystematically persist in perpetu ing industrial and social conditions menace the progress and ultimately undermine the social welfare and g progress of the whole country.

In these sentences there is abundant opportunity for the exercise of the art of definition. For instance, what does progress mean? If it means the results of interference by legislation in the relations of employer and employe, the rest of the country can hardly desire to share in the progress which seems to be especially enjoyed in certain parts of New England. For a generation and more the "longer range statesmen ship of national policy," of the character that seems to inspire the essayist has been especially enjoyed by New England. The result is hardly a matter of congratulation for the rest of the country. If it had been truly national. the situation might be more attractive. As the case stands, the South has become a little suspicious of so-called national legislation devised for the promotion of special interests, and really would welcome a sincere desire on the part of New England to oppose the permission of "one portion of a nation to systematically persist in perpetuating industrial and social conditions which menace the progress and ultimately must undermine the social welfare and general progress of the whole country.' The unfortunate fact about the latest agitation from New England, that is, the proposition for a national regula-

tion of the hours of labor, is a clear evidence that it is a barefaced attempt to bolster industry suffering from ills. largely of local origin, at the expense of other portions of the country where the ills do not exist. That fact will be an effective bar to the success of agitation; but let New England advocate any measure designed to benefit the whole country, and, therefore, truly national, and it may depend upon the hearty co-operation of Southern em ployers and Southern employes.

THE SAVANNAH'S WATER-POWER

Its Value to Augusta as a Great Manufacturing Center

[Special Cor. Manufacturers' Record.] Augusta, Ga., April 10.

The suffering among the cotton-milling nterests inflicted by Southern competi tion is not confined to New England and Great Britain alone, but I see by the pullic prints that the mills of Japan are threatened with ruin. Their distresser condition is indicated by the fact that : onvention was recently held at which fifty mills were represented and proposiions were made to shut down for a pe ried and also to seek extensions on ma turing obligations. Neither measure was adopted, and the convention adjourned without providing a remedy for their financial ills. This is as it should be The bumptious Japs, and all other foreign untries as well, should be taught that the manufacture of cotton goods as in the production of the raw material, belongs xelusively to the South, and anyone else entering that field leaves all hope of sur

In the cost of living, in the tractability and efficiency of labor, in the cost of transportation, in the cost of wood, coal, iron, building materials, and, in fact, in all the elements that enter into the man ufacture of cotton goods, with the exception of machinery and capital, the South enjoys an established supremacy He who closes his eyes to these facts juggles with the truth, and, likewise, he tends with the logic of events who fails to recognize the South as the future situs of cotton manufacturing

Hence, the question of eligible mill sites resents itself as of paramount importance, and attention is called to the pe uliar advantages afforded by the Savan nah valley. This remarkable stream, the most pretentious on the South Atlantic oast, has its source among the wooded defiles of the Blue Ridge, and in its course across the Piedmont it descends a series of terraces to the coastal plane like a flight of steps, whence it flows gently into the Atlantic. Its length is 450 miles, 350 of which are navigable.

The Savannah valley produces every thing needful for the support and enjoynent of mankind. It embraces the most varied and picturesque scenery, from the tall palms or the wide-spreading live oaks of the sub-tropics, with their limbs festooned with funereal gray moss, to the ovely vale of Nacooche, the purple peaks of Rabun, or the sublime cataract of Tal lulah. Besides immense forests of long leaf pine, thirty-odd varieties of wood are found here. In the adjacent hills are imnense beds of marble of varied hue and tranite of perfect cleavage and susceptible of the highest polish.

There are also numerous gold mines that in ante-bellum times paid handsomely simply from the surface diggings of free milling gold. Below the water level the ore is richer, but the gold is held in stronger combination with the accompanying metals by reason of the presence of sulphurets. By the improved proc esses of separating now in use it would lance above the canal dam. In view of

be an easy matter to go deeper and extract this gold. It is calculated that the profits arising from the by-products would alone prove remunerative. A Columbia county mine-owner is said to be making a good thing out of working over the tailngs from the other mines. There is abundant water-power for electrical purposes convenient.

Not the least important products of the Savannah valley is hay. Its pasture lands and hay farms rival the finest that New York and Kentucky can boast of, and th hav and butter industries have reached large proportions and are constantly But cotton is, of course, the principal product. Here Eli Whitney made his memorable invention of the cotton gin which fixed it as the home of the cotton plant. Here its cultivation is attended with the utmost care, skill and

The Savannah river, a stream of vary ing moods, by turns loitering over the gentle slopes or tumbling over the ledges, is capable of developing 400,000 torse-power, according to an engineering estimate, from Trotter shoals to the Au gusta canal, a distance of about forty miles. The thriving little cities of Washington, Elberton and Hartwell, in Geor gia, and Edgefield, Greenwood, Abbeville and Anderson, in South Carolina, can obtain all the power they require from this source for street railroads, electric lighting and industries by electrical transmis

The city of Augusta, the entrepot of the Savannah valley, has enjoyed unexampled prosperity for the past decade. Its ocation is most favored, being the only point in the South possessing the combination of advantages—water-power and water transportation. Her position comthe four outlets - Savannah Brunswick, Port Royal and Savannah, and they, in turn, are active competitors for her business, which insures not only the lowest freight rates, but the cheapest port handling and the highest prices for her products

It results, in consequence, that Augusta is one of the most important and flourishing manufacturing centers in the South. According to the United States census her percentage of increase in manufac tures from 1880 to 1890 was, in the num ber of establishments, 580; capital in vested, 240; number of hands employed. 230; wages paid, 302; value of material used, 205; value of product, 170. She more than doubled the percentage of increase of any other Southern city, and, in some instances, she quadrupled the in-crease of cities which are justly considered prosperous.

Nor is this all. In 1897 the South in creased her spinning capacity 406,874 spindles, to New England's 67,080. Of this number Augusta's increase was 57. 448, or more than 7 per cent, of the total Southern increase. Augusta came within 9632 spindles of equalling the total in crease of New England for 1897.

Her receipts of cotton this senson will each 400,000, while her mill takings are low at the rate of 144,100 per annum.

If the city goes on prospering uninterruptedly as at present, obviously it is a question of a short time only when her supply of water-power will bee With a population a little the ise of 50,000, she is expending \$350,000 to provide for a population of 200,000, To maintain her magnificent career of prosperity and furnish employment for the expected increase of population, it will be necessary to increase her waterpower, which she can readily and at comparatively small expense by developing electrically Ring Jaw shoals, a short disthe fact that to the excellent manage ment of the city's finances her 31/2 cent, bonds sell at par in the New York market, and there would be no difficulty about raising the money required for the work.

As fast as the power of a fall is taken up it can be duplicated at each successive fall in the river, so that the water-power at Augusta's command is practically unlimited. Manifestly, the Savannah valley is destined to become a seat of empire of cotton manufacture

HENRY P. MOORE.

LARGE CONTRACTS FOR RAILS.

Maryland Steel Co. to Supply 45,000 Tons Abroad.

The Pennsylvania Steel Co. has secured two of the largest contracts for steel rails which have recently been given out. One ese is to supply about 13,000 tons for the government railroad of Victoria. Australia, at a price reported to be \$400, 100 in round numbers. The award was made in competition with the Carnegie Steel Co., of this country; two English and one German company, the latter understood to be the Krupps. In spite of the facilities of the other companies, howver, the American corporation, through its branch, the Maryland Steel Co., of Sparrow's Point, was the successful bidder, and the material is now being produced at the Sparrow's Point mills,

The other contract the Manufacturer Record is officially informed is from the Russian government, and consists of 30,-000 to 3°_{m} ,000 tons, to be delivered at Vladivostok, one of the proposed terminals of the road on the seaboard of Siberia. The two contracts will require the employment of an extra force of men. as Russian order is to be completed within three months. It will be enough to lay about 320 miles of the Transsiberian Railroad, now in the course of onstruction from Russia across Northern Asia. The price to be paid is estimated at arly \$700,000.

Several months ago the Manufacturers' Record referred to the extent of the orders being filled by the Maryland Steel Co, at that time, which came from Canada, Mexico, South America, the East Indies, Africa and even Great Britain, The statement was made at that time by an official of the company to a representative of the Manufacturers' Record that American steelmakers could practically control the markets of the world where the conditions were such that they could obtain an equitable freight rate. The contracts above described are an additional proof of this assertion, and also indicate the extent and character of this plant, which can turn out orders of such nagnitude and successfully compete with the greatest companies on the globe.

Memphis's Good Showing.

The business of the city of Memphis Tenn., according to statistics compiled by the Merchants' Exchange, shows a very gratifying condition of affairs. In general the merchants enjoyed a much larger volome of trade than during the previous The sales of cotton increased nearly 100,000 bales, while the business in grain, feed, lumber, sugar, cottonseed and its products showed a substantial gain. Local banks have about \$2,500,000 more in deposit, while over 600,000 barrels of flour and nearly 500,000 of cornmeal were sold in this market during the

The Little Rock Board of Trade has dected Morris M. Cohn, president; F. B. T. Hollenburg, vice-president; Geo. G. Harkness, secretary: John G. Fletcher,

SUCCESS OF THE ROUND BALE.

Opinions of Those Who Have Used the New Process.

In view of the universal interest in the improved handling of cotton, and of the attention given to the round bale as the first revolutionizing step in this direction, the Manufacturers' Record has from time to itme presented the claims of this system and opened its columns for discussion of every phase of this im provement. The final test of all new methods, though, must necessarily be practical operation; it is there that the ories are confirmed or disproven. With this in view the Manufacturers' Record recently asked of the cotton ginners, who have been using the round-bale system for about a year, whether it had proved to be a success or not. We give their replies, which are extremely interesting. Wide attention will doubtless be com manded by the very strong presentation made, showing the progress of this first step toward better handling.

Mr. T. W. Pratt, president of the Huntsville Warehouse Co., Huntsville, Ala., writes as follows:

"I consider that the system has passed the experimental stage and is an assured The best evidence of this fact is that orders are being received from for eign countries asking for the round bale, and all who have used it in this shape have nothing but the kindest words to say for it. The round bale has so many advantages over the old form of handling cotton that any man, be he a practical mill man or a novice, to look at the pack age cannot help but decide in favor of the cylindrical bale. The cheapness of hand ling it, cost of covering, saving in space insurance, the fact that it will not dam age, is practically non-combustible and holds up in weight-all of these advantages and many others are greatly in its favor. What is known as country dam age causes a loss each year of thousands upon thousands of bales to the planters of the South. The round-bale system will

"I made an experiment last year with a bale which was put out in the weather first of September and it stayed out of doors until about three weeks ago During that time it had all the rain on it that has fallen, and, in addition, has been rolled in the mud, having been rolled down a large hill and left in a gutter for several days, and have, in fact, given it every opportunity in the world to damage if it was inclined so to do, and a short time ago, after seven months of this kind of treatment, we took it into our mill and opened it, and, with the exception of a little film of damage an eighth of an inch thick, there was no damage to the bale whatever. Compare this, if you will, with a square bale under the same circumstances, and you will find that the square bale will lose at least 50 per cent.. whereas the loss to the round bale was not 1 per cent.

"We have heard it stated that the round bale will bulge out or increase in size and get out of shape when the wrapping is taken off of it. This is not the case; removal of the wrapping does not have any effect upon it whatever. An objection is made that it cannot be sampled as easily on the side as the square bale. This is also false, for anyone can get as good samples from the side of round bales as the compressed square bale.

"We have during the past few weeks shipped 700 bales of cotton in this form to Genoa, Italy, and to Japan, and expect to ship large quantities to the Orient during the next three months.

"We are so well pleased with the sys

tem that we have decided to increase our capacity, putting in ten 70-saw gins, and arrange to run night and day, and will be able to turn out 250 bales in twenty-four hours. We will drive this plant with a Corliss engine and light it with electricity. We have storage room for 10,000 bales in the round form (4000 in the square shape), and an insurance rate of one-fifth of 1 per cent.

"It is our intention during the coming season to buy cotton in the seed at various points along both lines of railroad coming into Huntsville and have it shipped here for ginning. When custom cotton is taken we charge \$1 per bale, and during the past year have paid from one-eighth to one-quarter cent per pound premium for cotton put up in this shape over the regular prices for the same grade of cotton put up in the square bale.

"We have done this because we could secure that much better price for cotton in that shape. Planters in this section all say that they will never gin anywhere else as long as we can give such service as they secured last year, and we have already let out enough seed so far this season to plant 7000 acres of land, and all of this crop we are assured of ginning. So it is safe to say that we will gin between 6000 and 10,000 bales during the coming season.

"The great saving of time to the planter is of great advantage to him, as under the old system of handling it took ordinarily two days to haul, gin and market his cotton and his seed; now he can get his money within ten minutes from the time he gets to the ginhouse.

"The new press of the American Cotton Co., which it is putting out this season, is a great improvement on last year's press. The year's experience has been of great value to the company, and the weak points have all been found, and I feel certain that the aggressive position that the American Cotton Co. is taking this year will result in much good to the system and to the farmers in general, and I calculate, at the lowest figures, that we have saved by reason of our plant being located here at least \$10,000 to the farmers living adjacent to the plant, and the farmers are smart enough to see it themselves.

"It is a foregone conclusion that they are not going to pay under the old system \$2.75 per bale for ginning, when we will do it for \$1 in the new system, and get a better price for their cotton after they get it ginned. If you are coming through the South soon, shall be glad to have you call and look into our plant."

Other experiences are set forth as follower

W. H. Duncan, Barnwell, S. C.: nanaged the cotton-gin plant of Col. Mike Brown, at this place, which is the only cylindrical or round-bale plant in this State. I think it is impossible to say too much in praise of this manner of packing and compressing cotton; it is sim-The cotton is never ply perfection. touched by human hands after it is forked into the suction-pipe that feeds it into the gins; the lint is all blown into one condenser, where it is formed into a bat eight inches thick, rolled between two rollers, where it is somewhat compressed then caught by the press belt and wound around a shaft so tight and hard that a nail driven into it will cut the fiber like it does when driven into wood. This win ing process continues until the bale is finished and the size of each bale is only regulated by the amount of seed cotton each customer wants put into his bale. We packed them from 300 pounds in weight up to 750 pounds. The bagging is put on while the bale is revolving, held in place by skewers until the bale is thrown

out of press, and then has to be handled by one of the men, who sews the bagging on tight. The bales are all the same length, four feet and a-half inch precisely, and every bale weighing 425 pounds is twenty-two inches in diameter. Everyone who has seen the workings of this plant is delighted with it. charges for ginning, packing and wrapping a bale is \$1.50, and the cotton sold about three-sixteenths cent per pound more than the square-bale cotton of same grade in this market (Barnwell, I think another ginning s will find all ginnery plants in five miles of this one closed out, unless we are unable to do all the work brought to us. season we were able to handle a bale of cotton every ten minutes, but for the season of 1898 we hope one every five min utes, and I feel confident that we will gin and pack 4000 bales of cotton.

W. P. Wilkins, Jr., manager Lafayette County Mill & Gin Co., Oxford, Miss.: "I am glad of an opportunity to inform you and the public through you of the recess we have met with her in handling the round bale of cotton. had exclusive control of the press here for the past season, and, as everyone knows the middleman is against anything to improve the facilities for handling cotton So when I took hold of the press here l found all this class of men and the mer chants organized against me, and they very confidently told me we could no do anything here, as the farmer thought it was a trust. But when we commenced to pay from one-half to three-quarters of a cent per pound more for our round bale than they would pay for the same grade cotton, and this news went out to the producers, the thing assumed a new aspect. For a great part of the time that we renber the streets to our gin were lined with wagons of seed cotton, and many would remain over night on account of the rush. The round bale is not only beneficial on account of its being easy to handle, but the farmer can stand by and ee you take the sample and know he has a fair and legitimate sample, that the gin stands for. He also knows that the saving over the square bale is great, in the old way of sampling and our way, and that his bale is not so much exposed to the weather. In fact, everyone is so much pleased here we are expecting to do two or three times as much business next season as this, and we have already had a number of applications to rent our gin for

W. P. Blasingame, De Soto Plantation Co., De Soto, Ga.: "The railroad refused to give any rates, though we shipped from fifty to seventy-five bales in their smallest cars. The compresses, old-style ginners and manufacturers of old-style presses, jute bagging and tie companies, warehouses and cotton buyers are all arraved against it, though all concede its advantages and admit it would be a ble ing to the South. I have all along from the first been convinced that it-this is a forerunner of a revolution in the handling of cotton; the compresses warehouses, cotton buyers and railroads will lose in the aggregate fully \$3 per bale, and naturally they fight with a death struggle. The only objection we find in using this system as public ginners is that so many farmers are obligated to take their cotton to warehouses, and these warehouses will not handle the round bale without very high charges, and really oppose it anyway. This would not cobably be so if there were more presses in the locality. I have answered scores of letters favorably and have quite a number of large ginners that you can place a press with. I have also kept the newspapers interested. I was so hampered last season, and had so many and various hindrances and misfortunes, that I have felt that you were disgusted with this territory and would make no more efforts here. If I can serve you in any way I will be happy to do so, for I know it means millions of dollars saved to the farmers annually."

Markham Bros., Caddo, I. T.: "We have had some experience with the cylindrical bale at this place, which has given satisfaction, both to ourselves and farm-We baled 509 bales. We did not get press and machinery in order until very late-twenty days after other gius, and then we found out we did not have ower enough to pull the outfit—three 80saw gins, press and distributer; so we hut down and ordered a 100-horse-power boiler and engine, which took us one month to get in and started, which caused us to lose half or two-thirds of the season. The press has proved to be a success. Before we put up ginning was \$3.25, and before the season was over other gins were ginning for \$1 per bale All farmers are highly pleased with the system. We will enlarge our plant before another season, so as to gin fifty bales per day, using a double press; if good crops, will gin 2500 to 3000 bales next season.

Wood, Burks & Green, Ripley, Tenn.: We used the cylindrical cotton compre last season and think it the most complete way of putting up cotton for shipment; also for taking care of, if the farmer does not want to sell. It requires so little com to store eight or ten bales. We think, to make it a greater success to the ginner, he ought to be able to buy all the cotton in the seed, which we have not been able to do, our people preferring to have their cotton in shape to hold it. which some of them will do every year to their sorrow. Ginning for the farmer is the cause of having a lot of cotton laying around and damaging to some extent; where, if the gin bought the cotton in the seed, it could be shipped out as fast as there was a carload."

DEMAND FOR PYRITES.

Two Thousand Tons Shipped Weekly from Virginia Mines.

In a letter to the Manufacturers' Record, Mr. William H. Adams, general manager of the Arminius Chemical Co., Mineral City, Va., writes regarding the pyrites mines there: "We are exceedingly busy at Arminius, working day and night to meet the increased orders of 1898. It is safe to say that the output of the two mines here will far exceed the best year since work was inaugurated, and should war be declared, and sulphur be on the contraband list, the demands for our ores will be far ahead of our ability to supply them, and new machinery will have to be erected as fast as possible to enable us to keep up with the procession. We have 200 men on the rolls at present, and the sulphur mines two miles from us have an equal number employed."

Two thousand tons of ore weekly are shipped from the mines' station.

The advance sheets of the consular reports for April 18 contains a summary by Minister Francis B. Loomis of the proceedings of the opening of the United States Warehouse at Caracas, Venezuela. Accompanying his report are copies of the speeches by President Andrade of the republic; Mr. Rudolph Dolge, the special commissioner of the National Association of American Manufacturers, under whose auspices the warehouse was opened; the speech of Mr. Loomis, and complimentary editorial extracts from the Venezuela Herald.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Memphis to New Orleans.

entatives of the Memphis, New Orleans & Texas Railroad Co, have re cently been in New Orleans in the inter est of this project. It was recently stated in the Manufacturers' Record that the company intends building a railroad line down the western bank of the Mississippi river from Memphis to New Orleans, the intention being to cross the river by bridge at Memphis. According to the statement of W. A. Perey, who is one of the promoters of the company, the mat ter has been under the consideration of prominent Western capitalists from Milwankee and St. Louis for son While Mr. Percy, Judge J. H. Watkins, corporation counsel at Memphis, and some other Memphis gentlemen are the incorporators, they are simply representa tives of the capitalists. Habersham El liott has recently made a report on the work of preliminary survey, and it is of so satisfactory a character that the finan ciers interested have instructed that in corporation be secured. Mr. Elliott reports satisfactorily on the cost of crossing the St. Francis, the White, Arkansas and

The company, according to the specifi cations, contemplates operating a line that will tap the following parishes in Louisiana: Orleans, East and West Baton Rouge, Point Coupee, Avoyelles Concordia, West Feliciana, Tensas, Franklin, Richland, Morehouse, Madison and East and West Carroll. The road will cross the Mississippi river over the railroad bridge at Memphis. The company will be capitalized at \$3,500,000, and the right is reserved by the project ors to increase this capital according to the laws of the company as provided. It expected that the total cost of construction will be at least \$8,500,000. legal domicile of the organization will be in New Orleans, and it is provided that the first board of directors shall consist of five of the stockholders. The incorporate rators are W. A. Perey, J. H. Watkins, II. L. Armstrong, P. Pidgeon, Otte Schwill and E. L. Phillips.

The southern terminus is to be at Algiers, La., opposite New Orleans.

Norfolk & Western Earnings.

The steadily increasing earnings of the Norfolk & Western continue to attract considerable attention in railway and financial circles. A New York exchange. commenting on the possibility of the company making further dividend payments, says: "It certainly seems that expectations of another distribution have much in their favor, since the fact is easily demonstrated that the company has earned per cent, per annum on the preferred stock for the expired nine months of the current fiscal period, and earned it by a large margin, too. The actual gross earnings for March were quite close to a million dollars, making from July March 31 a total of \$8,565,000. Expenses, at 68 per cent., the actual average for eight months, which there is no reason to suppose will be exceeded for March, amount to \$5,824,200, leave net earnings of \$2,740,800. Charges for nine months ending June 30 were \$1.645,146, including interest on funded debt, on Columbus Connecting and Terminal bonds and car trust obligations. For a full year they were reported reduced to \$2,263,194 under the reorganization plan, three-fourths of which would give \$1,697,397, a and probably quite near the figure for the period under notice. Deducting this, would leave for dividend purposes \$1,043,400, while 3 per cent., or 1 per cent. per quarter, on the \$23,000,000 preferred stock calls for only \$690,000, which could be paid and not absorb more than two-thirds of the available balance."

March Railroad Earnings.

In the table of gross earnings for March, compiled by the Financial Chronicle, the list of railroads showing the principal increases contains a number of important Southern systems. They are as follows:

Illinois Central,	\$432,84
Missouri Pacific	
Louisville & Nashville	135,50
Kansas City, Pittsburg & Guif	117,38
Texas & Pacific	105,91
Denver & Rio Grande	100,80
Southern Railway	92,32
St. Louis Southwestern	82,44
B. & O. Southwestern	82,18
Rio Grande Western	74,20
St. Louis & San Francisco	67,56
Norfolk & Western	62,88
Union Pacific, Denver & Gulf	50,23
C., N. O. & Texas Pacific	47.84
Nashville, Chattanooga & St. Louis.	45,11
Kansas City, Mem. & Birm	44,60
Mobile & Ohlo	40.76
Missouri, Kansas & Texas	33,86
Wheeling & Lake Erle	31,40

Although the movement of cotton represents considerable of the increase in earnings on some of the Southern lines, the export movement has much to do with the gains so generally reported, as the movement of breadstuffs, meats and other items of export were very heavy during the period referred to.

Mississippi Valley Road.

Several weeks ago the Manufacturers Record referred to the Mississippi Valley Coal & Railroad Co., which, it is stated, proposes constructing a line in Missis ippi, which would also traverse a portion of the Alabama coal deposits. have been completed for the line between West Point, Miss., and Winfield, Ala. At the former place it reaches the Illinois Central, and at the latter the Kansas City, Memphis & Birmingham, making an important connection between these two roads. The road will not only be of great value in giving additional facilities for the transportation of Alabama coal to tidewater, but will also give the Illinois Central a close connection with the Birmingham road, which would allow it to enter Birmingham in case the necessary arrangements were made. It has been rumored for some time that the Illinois Central was negotiating with the view of running trains into Birmingham over the tracks of the road referred to. The president of the Mississippi Valley Railroad is Henry Wellman, of New Orlean ident of the Teutonia Savings Bank, of

To Use Electric Headlights.

The Houston & Texas Central Railrond Co, will build about 1200 car trucks at its own shop to be used under its freight cars. The trucks have a number of new improvements. The company has also determined to use the electric headlight on more of its locomotives and has ordered enough to equip a dozen additional engines, making twenty-four in all.

To Coal Ships.

According to a dispatch from New Orleans, La., the New Orleans & Western Railroad Co, may construct a coal depot at Port Chalmette for the purpose of supplying fuel to steamships and other vessels. The coal will probably be brought to Greenville, Miss., by the barges of the Southern Railway Co, if the plant is executed.

Knoxville & Bristol.

Another important step has been taken by the Knoxville & Bristol Railroad Co. by filing a mortgage at Knoxville, Tenn., to secure an issue of \$1,000,000 in bonds. This mortgage is to the Security Trust Co., of Camden, N. J., and the issue will be floated to construct the line between Knoxville and Bristol, H. M. Aiken, ger of the company and representing Adolph Segal, the Philadelphia capitalist who is backing the enterprise, has been onferring with the Chamber of Commerce of Knoxville with a view of se curing terminals and other facilities. is understood that the company intends to complete the line from Bristol, the present terminus of the Norfolk & Western system, provided the Knoxville people will contribute \$300,000 in terminals. right of way, etc

Along Red River Valley.

The first train carrying freight and ers over the Shreveport & Red River Valley Railroad was sent out from Shreveport, La., on the 14th inst. This line, which will eventually form an ex tension of the Texarkana & Shreveport Railroad, is being built along the Red River valley, between Shreveport and Conshatta. It has been referred to several times in the Manufacturers' Record, and will traverse a section of Louisians which is noted for its productiveness, and which heretofore has had but little trans portation facilities. The line is now in peration between Shreveport and Loggy Bayon, a distance of thirty miles. The distance to Conshatta is forty-five miles

Chesapeake & Western Extension.

It is announced that another company has been formed to take up the extension of the Chesapeake & Western Railroad from its present terminus. Bridgewater Va., into West Virginia. It is generally understood that this line is to be event nally completed to a connection with the Virginia Central & Pittsburg, giving the latter another outlet to the seaboard for the soft coal and other freight which it carries. At present the Chesapeake & Western is in operation between Elkton and Bridgewater, a dis tance of twenty-seven miles. The new company is to be the construction company. F. Hays, of Bridgewater, is

A Cafe Car.

The Illinois Central has inaugurated a service on its line which will be highly appreciated by the traveling public. It has placed in service a cafe or restaurant car, on which meals will be served on the European plan. The car is handsomely fitted up, and the meals provided are of the best. At present the car is in operation between Memphis, Tenn., and Grenada, Miss. It will probably be run to New Orleans in the near future.

Earnings Increasing.

According to the April report of the Kansas City, Pittsburg & Gulf Railroad, the line earned \$4000 more than any other corresponding week in its history. In a recent interview President Stilwell is quoted as saying: "We have had five boats at Port Arthur in from Mexico in the last four weeks; we are keeping up our European trade in spite of war rumors."

Surprised at Its Good Condition.

A member of the New York Stock Exchange last week returned from a trip over some of the Southern roads, including part of the Southern Railway system. He says that he was much surprised to find the physical condition of this road

improved so much from what it was a few years ago when he went over the same portion of the system. It is very plain, he says, that the management is putting earnings into improvements in large measure and charging the same to operating expenses, because otherwise the company would certainly be paying more dividends on its stock.—Wall Street Journal.

Railroad Notes.

John R. Hollis has been appointed traveling passenger agent of the Illinois Central system, with headquarters at Louisville, Ky.

The Raleigh Electric Railway Co. has elected W. J. Andrews, president; A. J. Thompson, vice-president, and Charles C. Johnson, superintendent.

According to the report of the controller for 1897, there are 3257.35 miles of railroad in Florida, including sidetracks, which, with rolling stocks, etc., are valued at \$18,316,323.57.

The directors of the Atlantic & North Carolina Railroad Co. have selected C. W. Patrick, president, and B. Frank Brown and L. L. Hoyt to fill the vacaucies on the board of directors.

W. R. Beauprie has resigned the position of division superintendent of the Southern Railway, and will be succeeded, it is stated, by A. Gordon Jones, superintendent of the same system, with headquarters at Anniston, Ala.

T. E. H. McCroskey, of Madisonville, Tenn., has purchased the Nashville & Tellico & Charleston Railroad. This line is about twenty-four miles long, extending between Athens, Tenn., and Tellico Plains. It is understood that it will be operated by the present owners.

It is announced that the Southern Railway Co, has given another order to the Richmond Locomotive Works for eight consolidated locomotives. These engines will combine the latest improvements. The Southern now has a large number of Richmond locomotives in its service.

The proceedings of the railroad commission of North Carolina for the past year have been published in book form. The work contains reports of the various meetings, also a large amount of statisatical information relative to the various transportation lines, showing the railroad mileage in the State, number of employes, capital, bonded debt, etc.

The announcement is made that Julius Kruttschnitt, general superintendent of the Southern Pacific Company, has been elected fourth vice-president of this line, Mr, Kruttschnitt has been employed by the company for a long period, and is considered one of the best railroad men in the South and West. His present headquarters are at San Francisco.

During the past two months the Baltimore & Ohio Railroad Co, has received 1110 new box cars, 1239 double-hopper gondolas and 224 coke cars of the order of 5150 recently placed with Pullman's Palace Car Co, the Michigan Peninsular Car Works, the Missouri Car & Foundry Co, and the South Baltimore Car Works, Deliveries are being made as rapidly as the cars are completed.

The Hagerstown & State Line Raifroad Co., which is the sub-company formed to build the branch of the Western Maryland Railroad from Hagerstown to Altenwald, Pa., has organized by the election of the following directors: John M. Hood, H. Kyd Douglas, William Updegraff, John W. Cable, W. H. McCardell, H. C. Koehler and William Kealhofer. John M. Hood was elected president of the board, and J. T. M. Barnes secretary and treasurer.

COMMERCE.

Southern Pacific and Sabine Pass.

It is stated that the harbor at Sabine Pass has attracted renewed attention from the Southern Pacific Railway Co. When Mr. C. P. Huntington visited Galveston recently it is understood that representatives of the company placed before him complete information of the develop ment of Port Arthur, the improvements proposed and their progress, including the new wharves and the ship canal in Sabine

The Southern Pacific has a branch in operation to Sabine Pass under the title of the Sabine & East Texas Railroad, It leaves the main line at Beaumont, Texas. and is thirty miles in length. The few trains running over it have hauled prin cipally lumber and local freight. If an arrangement were made with the Kansas City, Pittsburg & Gulf, the latter company could obtain a large amount of Western business to be transferred to the Southern Pacific at Sabine Pass, while the latter would have another connection to the North and three important sea board terminals, instead of two, as at present. It is understood that the Southern Pacific officials favor the improve ment of the branch line to Sabine Pass and have urged that Mr. Huntington con-

Relative to this port, Nicholas Weeker president of the Gulf & Interstate Railroad Co., has been examining Port Ar thur and its harbor and expresses himself as follows: "When we consider Port Arthur from a theoretical standpoint, we may have doubts about the feasibility of the enterprise, but when we go there and ome in contact with the facts, we must believe that it is all right. As to the cost of securing deep water, and as to whether it will be a paying proposition, I have made no investigation. But I am convinced of the practicability of the propo tion. I was also struck by the unanimity of feeling I found in that town and the umon purpose of the people. They all believe in the place. President Stilwell seems to have instilled in them some of his remarkable personality, and with him they have eliminated from their lexicon the words 'fail' and 'may.' I was obliged a believe that they would get their ship channel, because I rode through three and a-half miles of it, now sixteen feet deep on the first dredging, and I saw where they are cutting slips right out into the prairie They are also banking the dirt up fifteen wenty feet high and 500 feet wide which will fully protect the place from

Manchester and Southern Ports.

The Southern export cities of the coun try have been visited by a number of prominent English maritime representa tives recently. The Manufacturers' Rec ord has already alluded to the visit of Mr. James Maccabe, who has been examining the facilities for compressing and storing cotton for shipment to Europe James W. Southern, deputy chairman of the Manchester Ship Canal Co., has also been in New Orleans recently examining the wharves, warehouses, etc. Referring to the relations between Manchester and New Orleans, he says:

"There is a sort of natural connection between New Orleans and Manchester You are the largest shippers of cotton and grain, and we are the headquarters of the cotton industry in the world. The Man chester ship canal is thirty-five miles long, and has a minimum depth of twenty-six feet, connecting the estuary of the Mersey with the center of the city of Manchester. The city is the center of the most popu

lous district of Europe. Four years after he completion of the work the traffic was gual to that of the Clyde river after 107 years. The canal was finished and opened in 1894, and during the four years the traffic has largely and continuously increased, and from few ports more than from New Orleans. The number of ships from the Gulf ports during the past year have been about forty. There are regular sailings from New Orleans, Galveston, Savannah, Ga., Newport News and New York, and also from Newfoundland and

"My visit to New Orleans at this time is to survey the possibilities of future exsansion of trade between the city and Manchester, rather than for any specific action just now. The business is bound to grow. I have been in Canada for the pur pose of arranging a superior line of ships between that country and our port, in which I have succeeded.

Pensacola's Deep Channel.

Comfort is derived from the war scare by the Pensacola (Fla.) News in contemplation of hastened work upon the deepning of its channel to thirty feet.

"Of course, this means much to Penacola. From a commercial standpoint its value can hardly be overestimated. With thirty feet on the bar, Pensacola an vie with all the deep-water ports of the country and secure a great expansion in trade. These thirty feet, which will soon be a reality for Pensacola, will increase our exports immeasurably. The dredging, when it comes to the notice of the outside world, will no doubt draw new commercial interests hither. Investors who have hesitated will hesitate no more. The railroads that have been waiting outside our door with timid hesitancy may now be expected to come for ward and occupy the rich field offered them. Undoubtedly the deep channel will benefit Pensacola in her railroad prospects. Notwithstanding the anxiety of the war-scare period, we Pensacolians must not wholly regret it. It has hastened for Pensacola a work which seemed oo far off for gratification. Whatever is,

Illinois Central's New Elevator.

According to a New Orleans dispatch, Messrs, James Stewart & Co., the well known St. Louis contractors, are to construct the additional elevator which it is low understood is to be built by the IIlinois Central in the former city. This structure will be one of the largest and st yet built in the South, with a capacity of 1,000,000 bushels. It will contain all of the modern improvements in way of conveying machinery and will add greatly to the facilities of the Illinois Central for shipping grain at this point.

To Protect Coastwise Trade.

Thos. H. White & Co., of Baltimore, Md., have written to their correspondents calling their attention to the probability of a great deal of trouble in coastwise business in American vessels in a case of war, and add: "We suggest that you bring to the notice of your exchange the necessity of a law to be passed immediately by Congress making it legal, as a temporary expedient, that coastwise business be done under these circumstances in foreign vessels."

Steel for Japan.

The steamship Yarrowdale cleared rom Mobile last Saturday for Japan with a cargo valued at \$46,000, as fol-5,715,200 pounds steel rails for Kobe: 1.176,150 pounds steel rails for Yokohoma; bridge structure 35,600 nounds.

TEXTILES.

[A complete record of new textile enter-South will be found in the Construction Department.]

ce relating to textile mat ters, especially to the cotton-mill interests of the South, and Items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating

WITH A HOME MARKET.

Southern Cotton Mills in the Field to Stay.

In a recent address before the Merchants' Association of New York, Mr. W. J. Mercer, of the editorial staff of the Journal of Commerce and Commercial Bulletin, told of his observations ma during a trip through the South. He found among Southern disadvantages the necessity of using humidifiers for the manufacture of fine goods and the difficulty, in contrast with New England, in cetting cotton for the fine goods. He said further:

"There is no question that the rates of wages in the South are very much lower than the average rate of wages in the North, and as far as comparison can be made. I think that in the North they pay from 20 to 30 per cent, higher than the wages in the South. The working hours are sixty-six hours nominally in South Carolina and Georgia and as long as they like in the other States. In North Caro ling the varu mills were running 140 to 142 hours a week, and the weaving mills ere running the spinning departments 140 to 142 hours per week. In South Carolina and Georgia, where the eleven-hour law exists, they do observe it pretty faith fully. They run about sixty-six hours per week. Taking the whole South, which I visited, the average week will not be less than sixty-eight hours. This is ten hours per week longer than the laws of Massachusetts allow the mills to run

"Living in the South is exceedingly cheap. I found that eggs sold from ten to twelve cents per dozen, butter from ten to fifteen cents per pound, bacon and pork five to seven cents per pound, chickens ten to fifteen cents each, hominy ninety five cents to \$1.05 per forty pounds, corn meal fifty-five to sixty cents per forty pounds, flour \$3.50 to \$5.50 per 100 pounds and beef six to eight cents per pound.

"The cheapness of provisions, the ability to raise in the summer a consi part of what they consume even through the winter, the fact that in many cases they are living rent free and in no instance coming under my notice paying more than at the rate of twenty-five cents room per week, and further, the fact that there is a closer community of inter ests between the manufacturers of the South and their help than in the North. impress me with the fact that the wages of the Southern manufacturing classes are not likely to be raised by any efforts of the Eastern labor agitators.

"There has been enough shown by the produce of the Southern cotton manufac turers to prove that the Southern cotton manufacturers are in the business to stay A walk through any of the large jobbing houses of the South will be a most con vincing argument in favor of this state nent. Goods for which these jobbers had to come to New York for only a few years past are now being sold direct to them by the mills at their own doors. Make a tour of any of the large houses in a Southern city and you will find that the Southern jobber has facilities at his own door Henry G. Hester, of the New Orleans

which are putting him in a position where he can compete with the Eastern houses and in many cases on most advantageous terms.

"The Southern cotton mills have got a market already right within their own section, and they are, as I say, in the business to stay, and the Eastern cotton manufacturers have to concede that con dition. There is no room to doubt that the growth of the cotton manufacturing in the South, coupled with the manufac turing in the North, has resulted in the overproduction of cotton goods in this country. During the past three years we have had a recurrent curtailment of proluction of greater or less degree, and we find today that we are still complaining of overproduction and overstocking of cotton goods. Of this you need no better exumple than the constantly declining prices of cotton manufactured products. an put your finger on article after artiele and say that the price today is lower than it has been in the history of the trade. The remedy for this will have to be found. The cotton industry in the South is progressing slowly at the present time, but it will be to entertain a false hope to say that it is not going to grow any farther. Large manufacturing conerns in the East have started up factories in the South. There are other Eastern concerns contemplating a similar se. The question then arises, where is the remedy to come from And it seems to me that there is but one answer to it, and that is that we must find our markets to a very much larger extent outside our own country.

"Massachusetts manufacturers are p titioning the legislature for relief. In the matter of legislation they are asking for longer hours; asking for lower taxation. Longer hours would be no relief to the present condition of the cotton manufacturing industry. The lower taxation would enable them to compete on better terms with the South, but that, would be no help to the present condition of the industry."

\$50,000 Cotton Mill for Norwood, N. C.

The proposed cotton-mill company for Norwood, N. C., has been fully organized. At a meeting held last week those intersted met at Norwood and officers were elected as follows: D. B. Coltrane, of 'oncord, N. C., president, and Dr. J. A. Tyson, of Norw od, secretary-treasurer these officers, with M. E. Blalock, L. A. Lentz, R. L. Smith and E. M. Asbury, form the board of directors. The company has placed its capital stock at \$50,000. with privilege of increasing to \$200,000, and a call for the first assessment has been made. It is expected that work on the erection of the buildings for the mill will commence this month. A site for the plant has been located.

To Double Equipment.

The annual meeting of the stockholders of the W. R. Kindley Cotton Mill, of Mount Pleasant, N. C., was held during the week. The reports of the officers were submitted and declared satisfactory and a semi-annual dividend of 4 per cent. was declared. The stockholders also decided to double the capacity of the mill by duplicating the present equipment, which onsists of 2872 spindles, etc. Mr. Paul Barringer, president, and W. R. Kindley, ecretary-treasurer placed the order with a Charlotte (N. C.) machinery firm for the additional equipnent referred to. The product of this mill is twenty-six to forty yarns.

The Cotton Movement.

According to the report of Secretary

Cotton Exchange, the amount of cotton brought into sight up to April 15 was 10,388,579 bales, an increase of 2,281,-027 bales over the same period last sea son. Exports were 6.531.042 bales, an increase of 1,267,794. Northern spinne takings 2,083,492, an increase of 542,495; Southern spinners' takings 840,751, an increase of 42,246 bales.

Textile Notes.

The Avon Mills, of Gastonia, N. C., has declared a dividend of 5 per cent.

The stockholders of the Trenton Cotto Mills, of Gastonia, N. C., met on April 5 and declared a satisfactory dividend.

Mr. B. F. Taylor is interested in a movement at Denton, Texas, for the organization of a company to erect a cotton

Messrs. Allen Heath, of Waxhaw, N. ., and R. A. Morrow, of Monroe, N. C. are reported as contemplating the erection of a cotton mill at Stanly, N. C.

The directors of the Salisbury Cotton Mills, of Salisbury, N. C., held a meeting on April 13, at which the usual quarterly dividend of 2 per cent, was declared.

Messrs, Brooks Bros, & Co., of Toledo, Ga., will probably erect a cotton mill and cottonseed-oil mill at Molena, Ga. The firm is now corresponding with builders of machinery relative to contracting for

The Cowpens Cotton Mills, of Cowpens S. C., is improving its plant with considerable new machinery. Eighteen revolv ing flat eards have been added and 3000 spindles, making 10,000 in all. Perhaps 250 looms may be purchased this summer.

The plant of the Douglasville (Ga.) Ho siery & Cotton Mill Co, will be sold May 3 at public outery, according to the order court in the case of the Providence (R. I.) Knitting Machine Co. against the Douglasville Company. William P. Hill is special commissioner for the sale of the property.

Messrs, Barton Myers & Co., of Nor folk, Va., are now negotiating for the es tablishment of a large silk-weaving mill in their city. The proposed mill is almost a certainty, and more definite announcements concerning it may be expected later. The completed plant will probably employ 170 operatives.

The Annestown Cotton Mills, located near Lithonia, Ga., have in contemplation the addition of a knitting department to the plant. Correspondence is now being held with manufacturers of knitting machines in reference to purchase of equipment. Letters should be addressed to the Annestown Cotton Mills, C. J. Haden, Atlanta, Ga.

Several good orders from the national government have been received by the Baltimore cotton mills. The Woodberry Manufacturing Co. has one order calling for a large quantity of duck; also, the Mount Vernon Company has an order for duck; presumably these goods are to be used for making tents for the army. The Woodberry Company also has a govern ment order for twine. It is stated that this last-named company is also filling an order for duck received from the Spanish government.

The coal shipments from the George's Creek-Cumberland region by rail for the week ended Saturday, April 9, aggregated 81,286 tons, and by Chesapeake & Ohio canal 4532 tons. The total output for the year to date is 1,050,971 tons, an increase of 120,700 tons over the corresponding period of 1897. The canal shipments show an increase for the year of 9746

COTTONSEED OIL.

This department is open for the full at ree discussion of trade topics and practica questions, and contributions are invited from men who are identified with this indus-Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., April 19.

e market for cotton oil is a dragging one and nothing of especial interest has occurred since date of our last report. The trade, whether here or at the South, is quietly awaiting developments with re gard to a possible war, the removal of the uncertainty now prevailing being ear nestly desired, a firm policy with regard to prices being determined upon, whatever the outcome. Reports from Marseilles indicate that an important upward move ment in seed oils is now taking place, and ed importers in that city state that there is an enormous deficit to be filled up and that prices will keep very high for a long time to come. On the other hand, a state ment is made that Marseilles is carrying a large stock of American cotton oil and reselling parcels at prices below those now prevailing, as quoted herewith. The threatened increase of duty on imported cotton oil into France has for the present been refused consideration in the Cham ber of Deputies. With regard to foreign sumption generally, everything goes to show that cotton oil is in greater de mand and more freely used than at any previous period. Prices at this market are more firm. Lard has varied but little during the week, 5.221/2 cents being quoted for July options, Chicago. Tallow is stronger owing to the gen cleaning up of stocks, 31/2 cents being quoted. Off-grade yellow and barrelled crude are scarce here, while stocks gen erally are light, due in part to the reluctance of merchants to order freely by the ordinary means of transportation from Southern shipping points in these meertain times. Soap and compound lard men are purchasing in a moderate way, but the prices asked by the mills prove a barrier to active trading. The outlook for higher prices for cotton oil together with marked activity, is hopeful. conditional upon the channels of business remaining unclogged by the complications which are gathering around us. The folowing are closing prices: Crude, prime, 1914 to 1934 cents; crude, prime, f. o. b mills, 15 to 16 cents; crude, off quality, 181/2 to 19 cents; yellow summer, prime, 2216 to 23 cents; vellow summer, butter 24 to 28 cents; yellow summer, off quality, 22 to 221/2 cents; white summer, 24 to 26 cents; yellow winter, 27 to 29 cents: white winter, 28 to 30 cents, and soap tock, %c. to %c. per pound. Exports aggregate 4358 barrels, and receipts 6150 barrels. English oil is firm in price, and as a good home demand prevails, togeth with a comparatively short oil supply, an ipward movement is expected.

Cake and meal are slow in movement. with prices unchanged. The export trade is dull, while the domestic demand is of an uninteresting character.

Cottonseed-Oil Notes.

The Waxahachie Cotton Oil Co., at Waxahachie, Texas, last week filed an amendment to its charter incres eapital stock from \$50,000 to \$100,000.

A warehouse at Baton Rouge, La., in which was stored a quantity of cotto seed and meal, the property of the Capital City Oil Mills, was destroyed by fire on the 14th inst. The loss is estimated at \$5000, with insurance on building \$500 and on contents \$4000.

It is stated that Edward Cohn, of the

Eagle Oil Co., of Meridian, Miss., has decided to build a third oil mill at Jack Miss. A contract has been closed with Charles E. Pierce, of Dayton, Ohio. for all the machinery for the mill, which is to have a capacity of 100 tons per day and will be worked to its full capacity. The mill will also have a refinery attached, and the cost of the entire plant will be about \$100,000.

The movement in cottonseed products at Texas points is only moderate, and, with the exception of limited exports of cottonseed cake and meal, the volume of trade is light. There is considerable stir ong manufacturers getting their plants in working order for the coming season and a number of mills are about to intheir facilities. The general mar ket is about steady for cottonseed oil, the quotations for prime crude, loose, being 141/2 to 15 cents, with recent sales at 143/4 cents. Prime summer yellow oil is offered at 161/2 to 163/4 cents, and prime cottoned cake and meal is quoted at \$15 to \$16.50 per short ton, the above prices being f. o. b. mills at interior Texas points,

The market for cottonseed products in New Orleans is quiet, and values about steady. The foreign export trade in cake and meal is fairly active. Prices show no material change. Cottonseed, \$7 per ton of 2000 pounds net to the mills, no commission of any kind to be added; cottonseed meal jobbing per carload at depot, \$17.50 per short ton of 2000 pounds; for export per long ton of 2240 pounds f. o. b., \$19.50; oilcake for export, \$19 to \$19.25 per long ton f. o. b.; rude cottonseed oil at wholesale or for shipment, strictly prime oil, crude, 151/4 cents loose f. o. b. tanks at Mississippi valley points; in barrels, 18 to 181/2 cents; cottonseed hulls delivered per 100 ds, according to location of mill, 12 to 17% cents; linters, according to style and staple-A, 31/2 cents; B, 31/2 cents; C. 2% to 3 cents; ashes, none; refined cottonseed oil, prime in barrels per gallon at wholesale or for shipment, 211/2 to 22 cents for export.

Summer School at Asheville.

A number of the leading citizens of Asheville, N. C., have organized a stock mpany for conducting a summer school and conservatory. The organization is to be known as the "Asheville Summer School and Conservatory," and has for its purpose the establishment and maintenance of summer schools of music, art, elocution, physical culture, literature and science. Added to the courses of instruction will be a series of concerts and musical festivals and a number of highly instructive lectures by prominent artists and speakers.

A corporation, to be known as the Central Lumber Co., Limited, which succeeds the Howecott Lumber Co., was organized last week at Alexandria, La., with a capital stock of \$100,000. The company will erect a mammoth saw mill at Lincecum, on the Iron Mountain Railroad, in Grant parish, about twenty-five miles north of Alexandria. The officers of the company are: F. F. Rogers, of Alexandria, president and general manager; J. G. Gingras, of River Spur, vice-president; L. A. Gingras, of River Spur, secretary and treas-The same parties also organized the Alexandria & Forrest Hill Lumber Co., with a capital stock of \$50,000. Th officers are: F. F. Rogers, of Alexandria. president and general manager; L. H. Moss, of Lake Charles, vice-president, and D. S. Clement, secretary and treasurer.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record, Baltimore, Md., April 21.

In the local lumber market the tone of trade is reported fairly active and the volume of business during the past week has been above the average. The supply on hand is fully equal to the current demand and arrivals are fair, so that stocks as a rule are generally well assorted. In vellow pine trade has been quite brisk during the week, with a good demand from yard men, planing mills, boxmakers and other woodworking concerns. Outof-town buyers have been in the market and purchasing largely for building purposes in the suburbs. Prices for air-dried lumber continue very steady and holders are generally firm in their views. There has been a good inquiry for kiln-dried North Carolina pine, notably from forign sources, the domestic demand being rather less liberal. In white pine business is fair, with values very steady and stocks moderate. Cypress is steady, with no urgent demand. In hardwoods trade is reported fairly active in a local way and sales during the week have been of better volume. The foreign inquiry is light and, owing to heavy stocks at European centers, there is very little export trade in progress.

The following list represents the price urrent at this date:

[The quotations for yellow pine are for argo lots, and for all hardwoods the figures adicate values for choice car lots.]

long 15, 272—12, 14 and 16 8 00@ 8 50 Large joists, 3—16 long and up 8 00@ 9 00 Scantling, 2x3, 2x4 and 3x4. 7 50@ 8 50 WHITE PINE.

1st and 2d clear, 4-4, 5-4, 6-4 and 8-4. 4-4, 5-4, 6-4 and 8-4. ear, 4-4, 5-edge cull stock....

CYPRESS. 4-4x6, No. 1.
4-4x6, No. 2.
4-4x6, No. 2.
4-4x6, 16 feet, fencing.
4-4x6, rough edge
4-4 edge, No. 1.
4-4 edge, No. 2.
Gulf, 4-4, Nos. 1 and 2.
Gulf, 6-4, Nos. 1 and 2.

\$30 00@ 34 00

POPLAR. Nos. 1 and 2, 5-8...... Nos. 1 and 2, 4-4..... Nos 1 and 2, 6 and 8-4. Culls \$24 50@ 25 50 . 28 00@ 30 00 . 32 50@ 33 50 . 11 50@ 12 50 Nos 1 and 2, 4 and 1 1 50@
Culls SHINGLES.
Cypr., No. 1 h'rts, sawed, 6x20 \$6 50@
No. 1 saps, sawed, 6x20 4 75@
No. 1 hearts, shaved, 6x20 6 00@
No. 1 saps, shaved, 6x20 4 75@
LATHS.

Norfolk (From our own Correspondent.)

Norfolk, Va., April 18.

The favorable weather of the past week nas stirred up trade in every avenue of the lumber industry of this port, and mills are now nearly all working up to

their full capacity. There is considerable war talk among manufacturers and others in the trade, but up to the present writing the prospects of a war h affected business to any extent. The demand for lumber both from domestic and foreign sources is now very decided, and coastwise shipments are at present very heavy. Prices for all desirable grades of lumber are firm, and manufacturers are not disposed to make concessions in or der to effect sales. There is a good de mand for box grades, and prices are firm with stocks only moderate. The foreign export trade for North Carolina kilndried yellow pine, which has developed into magnificent proportions, is fairly active, and under ordinary condition promises to increase rapidly in volume Of course, in the event of war the situa tion might be changed, but so far orders are coming in quite freely from Great Britain and the Continent. Planin: mills and other woodworking concerns in and around the city are all enjoying a good business, and report business encouraging. The demand, however, for dressed lumber from Northern points has not yet set in, and orders will likely be quite numerous during the month of May. There is a good local retail lumber trade, and from the large number of buildings going up in the city and suburbs considerable material is now going into consumption. Lumber freights are very firm, and a shade higher in certain cases, with rates at \$2.15 to \$2.25 to New York and vicinity, and to Boston \$2.85 Among the charters reported in New York last week were the schooners J. V. Wellington, 244 tons, from Norfolk to Boston with lumber at \$3, and J. A. Beckerman, 402 tons, from Norfolk to Boston with lumber and ties, basis \$3 on lumber.

Charleston.

[From our own Correspondent.] Charleston, S. C., April 18.

The week under review has been fairly active in most departments of the loca lumber trade, and the movement at adjacent milling sections is improving. The demand for lumber and other wood prod nets, while not urgent, is very steady. and mills are generally kept busy, being fairly well supplied with orders. Prices throughout the general list continue firm and sellers as a rule do not deviate from the list figures in order to secure business. At the close of the market on Satthe following prices prevailed: Merchantable lumber, \$14 to \$16 for city-sawed, \$12 to \$14 for railroad square and sound, \$9 to \$13 for railroad. \$8 to \$11 for raft; dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10.50. There is a good demand for shingles, and prices are firm at \$4 to \$7 per thousand, as to quality and condition. Shipments from the mills at Georgetown and other nearby points have been fair during the present month, and prices have ruled very steady, with prospects for an increased of trade in May and June Among the clearances last week the following were reported: Schooner City of Jacksonville for Baltimore with 255,000 feet of lumber; steamship George W. Clyde for Boston with 9000 feet of lum ber and other cargo, and steamship Dalmatia for Hamburg with 7871 pieces of walnut lumber among her cargo. The following New York shipments are re-Schooner Georgette Lawrence with 440,000 feet of lumber; schooner Cassie Jameson with 330,000 feet, and steamship Algonquin with 68,783 feet. The total shipments of lumber from this port since September 1, 1897, amount to 33,333,824 feet coastwise and 559,000 feet foreign, making a grand total of 33,892,824 feet, against 38,571,436 feet for the corresponding period last year.

There is a better inquiry for desirable tonnage, and lumber rates are firmer. Rates to New York are quoted at \$4.38 to \$4.50, and wet ties to Perth Amboy 15 cents each, basis forty-six feet; switch ties to New York 11½ cents, basis thirty-six feet; lumber to Fall River, \$4.50. Among the charters reported in New York last week were schooner J. C. Gregory, 323 tons, from Charleston to New London with lumber at \$5, and schooner J. C. Cottingham, 215 tons, from Wilmington, N. C., to New York with lumber at \$3.55, option Stanford \$3.65 or New Hayen \$4.37½.

Savannah.

[From our own Correspondent.] Savannah, Ga., April 18.

The week under review has been very busy one in lumber circles, and shipments have been active, amounting over 4,000,000 feet. The demand holds up remarkably well under all the conditions, and indications are favorable for a good trade during the month of May. At various milling sections along the lines of railroad that enter this city there is every prospect of an extensive trade; orders are generally plenty and stocks continue light, the output being quickly absorbed. Prices are very steady but not quotably higher, while manufac are generally firm holders of stock. The shipments of lumber for the week were distributed as follows: New York 1,550,000 feet, Philadelphia 960, 000 feet, Baltimore 750,000 feet, Boston 626,000 feet and Gardner, Me., 300,000 feet; total, 4,186,000 feet. The foreign trade continues light, and under the ex isting conditions of international affairs with Spain the trade with her ports which has been of considerable volum seems at the moment seriously threat ened. Lumber and timber freights con tinue firm at ruling rates. The rates from this and nearby ports of Georgia are quoted at \$4 to \$4.50 for a range in cluding Baltimore and Portland, Me. Railroad ties, basis forty-four feet, to Baltimore, 12 cents; to Philadelphia, 13 and to New York 131/2 cents. To the West Indies and Windward rates are gominal; to Rosario, \$12 to \$13; to Bue nos Ayres and Montevideo, \$10 to \$11: to Rio Janerio, \$14; to Spanish and Mediter anean ports, \$11.30 to \$11.50, and to the United Kingdom for orders nominal for lumber at £4 5s. per standard. Among the charters reported in New York last week were the barks John Swann, 628, and Daisy Read, 365 tons, from Bruns wick to New York with lumber at \$4.75

Mobile.

[From our own Correspondent.]

Mobile, Ala., April 18.

Notwithstanding the warlike situation the effect upon the general business of this port has not been to retard operations so far to any great extent, and in the lum ber and timber market the usual activity for this period of the season prevails Shipments of timber are going forward and the market at the moment is steady with sawn timber quoted at 91/2 to 10 cents per cubic foot and hewn timber 12 to 121/2 cents, with stocks of the latter very light and of the former only moder ate. Advices from Europe continue un changed and shippers are moving with caution, as the stocks on the other side are still very heavy. The London Timber Trades Journal, in its issue of April 2, says: "The present features of the 2. says: trade are the firm attitude of the market as regards free-on-board prices and the uncertainty surrounding freights, which gives a variable tone to those quotations which include delivery. There have not been many arrivals of wood into our ports yet, owing to the backward spring and the severe weather we have lately experi-

enced, while they appear to have had worse (if it could be worse) further north, Loading operations are very much rearded, consequently we do not anticipate much importation from the Baltic ports before the beginning of May. There has been a slight falling off in the inquiry for pitch-pine timber, probably arising from the knowledge that the stocks here are bnormally large. From reports to hand, it would seem that the quantity to arrive is less than usual, which, if correct, will lead the way to a general all-round improvement. At present speculation is somewhat checked by the warlike attitude of the States, though in other respects it has not influenced the current of the wood trade; at least, whatever there may be under the surface, nothing disturbing has yet come to the top, and arrangements are outwardly being made for the season, as if any interruption to its progress was not contemplated." Oak timber in this market is dull at 14 to 16 cents per cubic foot for first class, ash of good quality and large girth is quoted at 13 to 14 cents per cubic foot, In the lumber trade business is fairly active and mills at this port and adjacent points are all busy on orders for prompt and future delivery. During the past week the following shipments of wood products were reported: Bark Jomfruland for Grangemouth, England, with 6207 cubic feet of hewn timber, 57,275 cubic feet of sawn timber and 12,924 suerficial feet of lumber; bark Assyria for Greenock, Scotland, with 710,532 super ficial feet of sawn pitch-pine timber and 23,518 superficial feet of deals. steamship Mobile cleared for Liverpool with 22,264 cubic feet of hewn timber, 19,056 superficial feet of sawn timber, 10.820 feet of oak lumber and 8468 oak staves, with other cargo. The steamer Chicklade cleared for Bremen with 277, 860 feet of lumber, steamer John Wilson for Bocas del Toro with 6000 feet and brig Munsen for Key West with 82,000 feet. Among the New York charters last week were the following: British steamer Blenheim, 1450 tons, from Pensacola to Rotterdam with sawn timber at 115/. April; schooner D. M. Anthony, 494 tons from Pensacola to New York with lumber at \$6; bark J. W. Elwell, 1082 tons, from Pascagoula to New York with crossties at 18 cents; British steamer Anges, 1918 tons, from Ship Island to Holland with sawn timber at 117/6, and British steamer Ramleh, 1666 tons, from Per Altoma with sawn timber at 117/6, May,

Lumber Notes.

Mr. E. S. Campbell, of 907 Keegh street, Greensboro, N. C., will want to buy about 1000 second-hand spirit or vinegar barrels.

Two dry-kilns and a quantity of lumber at Moreton & Helm's saw mills at Brookhaven, Miss., were destroyed by fire on the 13th inst. The loss is estimated at \$10,000; partially insured.

A charter was granted last week at Louisville, Ky., to the Beattyville Lumber & Stave Co., with a capital stock of \$3000. The incorporators are G. W. Gourley and Ira Stratton.

The G. G. Roberts Co., of Fowlkes, Tenn., has started up its mill at South Fork, Tenn., cutting oak, gum, cypress, sycamore, maple, etc.; a hub factory has been added to the plant to utilize oak and black birchwood.

Ground has been broken for the erection of a band-saw mill by M. Wilson, of Plaquemine, La., on the site of the old Morning Glory Mill. This mill will saw cottonwood and ash, and will be in operation in about ninety days.

The saw mill and lumber yard of the

Ragley Lumber Co., at Winnsboro, Texns, were destroyed by fire on the 14th inst. About 1,500,000 feet of lumber was burned. The loss is estimated at \$150,000, with no insurance.

The F. S. Johnson door and blind factory at Valdosta, Ga., was completed last week and commenced operations. The storage buildings and dry-kilns have not been completed. The outlook is said to be very encouraging for this enterprise.

The plant of the Southern Pine Co. of Georgia, at Hazelhurst, Ga., is now running at its full capacity of 50,000 feet a day. The plant is a large one, with five planing mills and four dry-kilns. The company is well supplied with orders.

The schooner Henry R. Tilton cleared last week from Jacksonville, Fla., with 360,000 feet of lumber; schooner Willie L. Maxwell with 240,000 feet, and steamer Seminole with 300,000 feet of yellow-pine lumber, 10,000 bundles of shingles and 2000 crossties, all for New York.

Meetings were held last week at Grand Rapids, Mich., for the purpose of forming a combination by the manufacturers of chamber-suit furniture and case goods. It is stated that over 80 per cent. of the chamber-suit manufacturers of the country have agreed to put their plants into the combination.

A portion of the extensive saw-mill plant of H. H. Tift, of Tifton, Ga., was destroyed by fire on the 16th inst. The mills, dry-kilns and 100,000 feet of lumber are a total loss. The planing mills and sheds, with about 1,000,000 feet of lumber, were saved. The loss will approximate \$30,000, with only \$5000 insurance.

The receipts of building material at New Orleans for the week ending the 18th inst., as reported by the secretary of the Mechanics, Dealers and Lumbermen's Exchange of that city, were as follows: Lumber, 1,227,000 feet; shingles, 120,000; laths, 200,000; oak staves, 105,335, and cypress staves, 40,000. The receipts of lumber for the season amounted to 50,930,200 feet, against 46,814,000 feet for the corresponding period last year.

Among the exports of wood products last week from Pensacola, Fla., the following vessels were reported: Bark Concettina for Cette, France, with 100,000 oak staves; ship Lechec for London with 1,273,572 feet of lumber; bark Angelo Michele for Marseilles with 167,000 feet of lumber and 209,000 feet of timber; bark Pehr Brahe for Calais with 1780 cubic feet of hewn timber, 36,910 superficial feet of sawn timber and 387,625 feet of lumber, and bark Gudrun for Hartlepool with 62,700 feet of sawn timber and 616,960 feet of lumber.

The twelfth annual meeting of the Lumbermen's Association of Texas was held at Beaumont on the 12th, 13th and 14th insts. The attendance was fully up to the expectations of those in charge of the meeting and the affair was in every sense a representative one. The meeting was called to order by President S. T. Swinford, who introduced the Hon. D. P. Wheat, mayor of Beaumont, who welcomed the delegates on behalf of the city. At the second day's session President Swinford delivered his annual address, and Secretary and Treasurer Drake sub mitted his report. The various committees, consisting of railroads, arbitration, insurance, etc., also submitted their reports. On the condition of the lumber business the members of the association in attendance were almost unanimous in the opinion that the present year will be a profitable one to those connected with the lumber business. The convention adjourned to meet next year at San Antonio, Texas.

MECHANICAL.

Sectional Grate Bar.

An illustration is presented of a sec tional grate bar now being introduced. This bar is designed to lessen the expense of maintaining efficient bars in steamboiler furnaces, as well as to give more

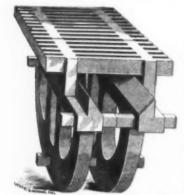


FIG. 1. SECTIONAL GRATE BAR

satisfactory results. The points of superiority claimed are: 20 per cent, more draft space, hence better combustion; more intense heat and regular production of steam; expansion and contraction be ing considered in its construction, no cup



FIG. 2. SECTIONAL GRATE BAR

ping and warping out of shape can result from different degrees of heat on the sev eral parts, and made in two parts, ribs to support the top sections, which are small squares so arranged that new ones can be

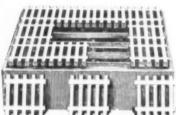


FIG. 3. SECTIONAL GRATE BAR

hence small cost for repairs. Ribs are one-half weight and need never to be replaced. Tops last according to intensity of heat. Burned ones can be easily removed without drawing fire, saving time and labor. The sectional grate bar can

An Efficient Lighting Plant.

The Wadsworth (Ohio) Salt Co. has reently installed an efficient lighting plant that is giving excellent satisfaction. The

illustration shows the generating unit |

composed of a 7x8 Weston imperial en-

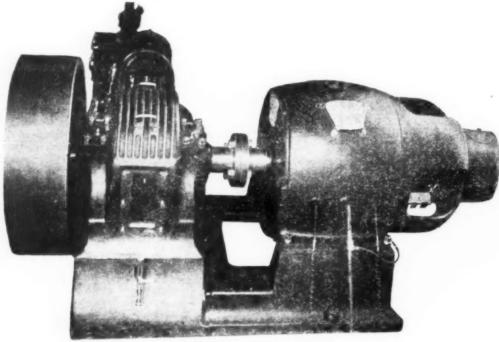
gine and a 15-kilowatt, 125-volt, D-type

dynamo made by the Card Electric Co.,

of Mansfield, Ohio. The armature and engine shaft are coupled together by a

The engine and dynamo were first put together at Wadsworth without a hitch, and when ready made a run of sixteen hours without a stop, hot-box or trouble of any kind.

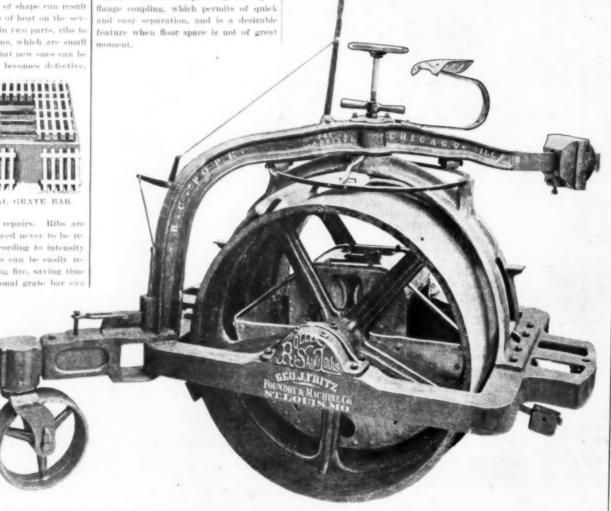
the Pope Reversible Street Roller Co., of No. 5 Laclede Building, St. Louis, Mo. The "Pope" reversible road roller, illustrated herewith, has many points of merit over devices of a like character.



EFFICIENT LIGHTING PLANT.

The Pope Street Roller.

which are fully set forth in the company's The rapid progress of the roads and literature. Among the many users of the street-improvement crusade during recent "Pope" rollers is the city of St. Louis,



THE POPE REVERSIBLE ROAD ROLLER

be kept in good condition all the time at a 1 small cost for sections in the center of most intense heat. For further particuhars address the manufacturers, Messrs, Earl & Wilson, of Gastonia, N. C.

in size, nicely finished, with a very hand- tion of numerous devices in machinery for respondence is invited by the company. works.

The engine and dynamo room is ample | years has been the cause of the introduc- | whose officials highly endorse them. Corsome and convenient switchboard for assisting in such improvement. Among manipulating the current about the the companies which have introduced meritable machinery of this character is Price \$4 a year, or six months for \$2.

Subscribe to the Manufacturers' Record.

Electrical Specialties.

The rapidity with which electricity has been introduced into the myriad uses which modern times afford it, has been followed by the introduction of many

connections and fine switchboard work. The Crouse-Hinds voltmeter switch

shown is made of the very best insulating material. Any number of circuits may be attached to it and readings taken at any time, as the voltmeter is always con-



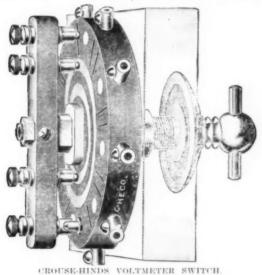
HINDS PATENT TUBULAR ARM SWITCH

specialties which have become widely nected, though need not be left in circuit. and favorably known.

One of the important establishments engaged in the production of electrical specialties is the Crouse-Hinds Electric Co., of Syracuse, N. Y.

Further description may be seen in the catalogue

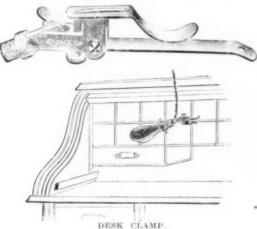
The illustration of the desk clamp presents to users of desks a device that is most practical and simple for hold-



Illustrations are here presented of several specialties manufactured by this

The Hinds patent tubular arm switch is a radical departure from the usual filament. Any information, prices or constructing jack-knife switches.

ing an incandescent lamp, which, fitted with a half-reflector shade, throws the light of the desk where it is wanted and shields the eyes from the glare of the catalogues may be obtained by addressing the company as above

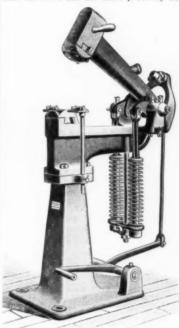


shown: the blade is hard-drawn copper. securely held in the slotted tube by the end plugs and bushings. All parts carry ing current are made of pure copper; the switch is made only in double break, with single, double or triple pole, and single or double throw, with or without fuse terminals, and for front or back connections. It is especially designed for back

Foot-Power Riveting Machine.

The Standish foot-power riveting ma chine (1896 model) is the result of years of experience. In its operation a fourpound rivet is placed at its head in the bottom die. The two pieces to be spliced are taken one in each hand, grasped about six or eight inches from the ends;

the edges of hoop are placed against the gauges and lap ends, the proper amount resting on the rivet, and a smart blow is struck by pressing down with the right foot on the treadle. This drives the rivet through the two hoops. Then the rivet head is shifted to the center of the large die and another good blow is struck, and it is done, and well done, from the fact that the rivet fills the holes perfectly and



FOOT-POWER RIVETING MACHINE.

the two ends are driven close together. and the band will be found to be a good deal stronger than one spliced by hand. This machine has found a ready sale in the South and should continue to do so, and its merits are strongly spoken of by a number of Southern compressors, whos letters are reproduced in the maker's cirrular. For further information write to the Capital City Machine Works, maker, Columbus, O.

Wire Carpet Beater.

There is now being introduced a wire arpet beater which is selling in large quantities to the trade. These beaters are car is discharging while the other is loading. After the car is loaded it is allowed to stand a sufficient length of time to allow the material to cool and solidify, after which it is dumped direct into the storage bin. With this arrangement the product is more uniform than where it is dis-



FIG. 1. JEFFREY DUMP CAR.

charged into separate cooling bins in smaller quantities. Again, after it is cooled, the product is ready for shipnent, which makes it possible to do away in many instances with a large amount of rehandling.

The other, or end-dump car, is usually

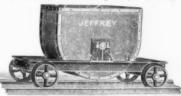


FIG. 2.-JEFFREY DUMP CAR

one of about two tons capacity. It is operated by an endless reversible cable arrangement, under the control of one man. and is dumped by special trips arranged at the delivery points, and is self-right ing after being discharged. Further particulars can be had by addressing the maker, the Jeffrey Manufacturing Co., at Columbus, O., or at any of its branches,

Spark Arrester.

It is useless to dilate upon the economy of the possession of a good spark ar rester by users of saw mills, portable and traction engines, cotton gins, etc. The 'South Bend" spark arrester, here illustrated, is claimed by the maker to be not only a safeguard against fire, but to the farmer, threshermen and mill-owners a



WIRE CARPET BEATER.

made of No. 6 coppered steel spring wire, producer of economy in fuel and improvethe wire running through the handle and being turned in, making it especially strong. The handles are of ash and well ribbed, with knob on the end to prevent the hand from slipping. They also have at the end where the wire enters the handle a heavy brass ferrule, adding strength to the whole. These can be packed in cases of half a dozen or a dozen each. The Ludlow-Saylor Wire Co., of St. Louis, Mo., is also introducing, besides the carpet beater, a rug beater similar in character, and shall be pleased to hear from the trade regarding the two articles.

Jeffrey Dump Cars.

The two types of phosphate cars shown are of interest to those engaged in the fertilizer industry. The side-dump car is of special design for the handling of liquid acid phosphates; its capacity is 400 cubic feet, while its general dimensions are twelve feet long, five feet seven and onehalf inches deep and seven feet six inches wide. By means of cranks and gears arranged on both ends the contents of the car is discharged. Two of these cars were recently shipped to one of the large plants in the South. In operation, the one

ment in the draft of engines, and the company guarantees it to do satisfactory



SOUTH BEND" SPARK ARRESTER

address the maker, the South Bend Spark Arrester Co., of South Bend, Ind.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record. Baltimore, Md., April 21.

The movement in phosphate rock is fairly active, in sympathy with a good business in other fertilizer ingredients. and under present conditions values are likely to continue firm. Receipts are more liberal from South Carolina and Florida ports, as well as from points of produ tion in the Tennessee phosphate field. The market in South Carolina is very steady, with prices tending higher, and the domestic demand much better. total domestic shipments of rock from Charleston from September 1, 1897, to date amount to 66,021 tons, against 59,-102 tons for the corresponding period last year. There is considerable among river miners, the output from this source being about 12,000 tons a month. Crude phosphate rock at the mines is quoted at \$3; hot-air-dried, \$3.25 f. o. b vessel in Ashley river, and \$3,45 f. o. b. From Florida the work of develop ment is reported fairly active, but it is thought that domestic shipments from the ports will be lighter in future until a s tlement of the Cuban difficulty is made Foreign shipments continue uninterrupted. The movement of phosphate rock in the Tennessee field is decidedly active especially in the Mount Pleasant district. Sales of Tennessee rock have been unusually large during the present month, and the demand is good from the usual sources, while prices are firm and higher. Phosphate freights in New York are firn as to rates and desirable tonnage is The only charter reported during the week was the Norwegian steamer Hilda, 1055 tons, from Fernandina te Gothenburg with phosphate rock on pri-

Fertilizer Ingredients.

The market for ammoniates contin active, with a good demand from Eastern buyers. There is also considerable from Southern sources. Stocks in the West have been considerably reduced by a Southern and Eastern move ment, and at the moment leading holders find it difficult to fill contracts made some time ago. Nitrate of soda is firmly held at outside prices for spot and nearby fu tures. Sulphate of ammonia is steady.

The following table represents the s current at this date:

Sulphate										45	68		
Nitrate i	1 N	eneflat							× 6			1.3	
Blood					,				1			20.7	-
Hoof me	a1								1	65			_
Azotine	thee	of).							1	775			
Azotine										771			
Tankage	(co	nce	nf	FI	21	ė	d)		1	671			
Tankage	(1)	and	1	20)			. ,		1	75	23	nel	111
Tankage	(7	and	1	(0)					15	00	GE.	15	50
Fish (dr	y)								20	Oth	GE	_	_
Fish (nel										00.	68		_

Phosphate and Fertilizer Notes.

The Danish steamship Peter Berg ar rived at Fernandina, Fla., on the 16th inst, and took on a cargo of phosphate rock for the Dunnellon Phosphate Co.

The coastwise shipments of phosphate rock from the port of Charleston, S. C. for the week ending the 16th inst, were follows: Schooners Mary Curtis for Richmond, Va., with 571 tons; Vanleer Black for Baltimore with 900 tons: Emma C. Knowles for Elizabethport N. J., with 951 tons, and Fannie Reiche for Perryville with 641 tons. The total coastwise shipments since September 1. 1897, amount to 64,521 tons, against 59, 102 tons for the corresponding period last

Mr. J. T. Wyatt, of Faith, N. C., writes to the Manufacturers' Record that a great many millstones made of the flinty granite of that place are shipped annually from Salisbury depot.

Iron Markets.

Cincinnati, O., April 16.

During the week under review the num furnaces that resumed blast equalled the number that suspended operations, so that the large March output is being maintained. Consumption keeps up well, and apparently is a little ahead of production, as stocks of coke and charoal irons at the furnaces are evidently being slightly reduced.

In spite of the exciting events of the time, and the unknown conditions the early future will reveal, there is every where a consciousness of our national in tegrity and fullest confidence in our abil ity to protect it. Hope still lingers, and peace has not yet departed.

The transactions in pig iron during the week in this district have been quite numerous, but not for large quantities. The demand for chargoal irons continues quite active, and certain grades of choice coke brands are difficult to obtain, the fures being so far oversold. main unchanged in the main. Some brands are a little higher. The trade has been disturbed for some time by offerings of outside lots and some odds and ends which have been closed out at special figures, leaving the market in better form.

We quote for eash f. o. b. Cincinnati: te for cash f. o. b. Cincinnati:
coke, No. 1 foundry \$9 75@\$10 00
coke, No. 2 foundry \$9 50@ 9 75
coke, No. 3 foundry \$9 25@ 9 45
coke, Ro. 3 foundry \$9 25@ 9 45
coke, Ro. 1 soft. \$9 75@ 10 00
coke, No. 1 soft. \$9 75@ 10 00
coke, No. 2 soft. \$9 50@ 9 75
ke, No. 1, Lake Sup. 11 00@ 11 50
ke, No. 2, Lake Sup. 10 50@ 10 75
coke charcoal, No. 1, 14 50@ 15 50
charcoal, No. 1, 12 50@ 13 00
co, silvery No. 1, 12 00@ 12 50
Georgia car-wheel. 14 25@ 15 00

Philadelphia, Pa., April 16. There has been a nice run of orders this week from a scattered territory, mostly for coke, foundry and charcoal irons. few of the orders are for rather heavy tonnage, one of them calling for 10,000 Some of the furnaces in this State find they are selling under cost, and say it is inevitable that they must either seure better prices or stop making iron. We believe the conditions now existing will force prices to a living basis. The Alabama furnaces have been wise in trying to maintain prices without forming anything in the nature of a trust or com bination, and when their Virginia and Northern neighbors view the situation in the same light it will be better for every one interested in the iron busin

We quote for eash f. o. b. Philadelphia

docks:				
No. 1 X standa	rd Alabama.	 -61	\$11	00
No. 2 X standa	rd Alabama.	 	10	55
No. 1 X lake or			11	75
No. 2 X lake of	e coke iron.	 	11	25
Lake Superior c				
Standard Georgi	a C. C	 	15	50

New York, N. Y., April 16.

It was expected by furnace men that nquiry would come to a standstill when war commenced. It does not seem to be working that way, however. There is a ceneral tendency to hold back orders and await further developments in war and inance, but necessity compels many melt ers to enter the market for actual needs. We, therefore, have a fair business to re-Prices are naturally weak under the circumstances and cuts from established quotations are heard of here and there.

A conference of representatives of the different districts producing foundry and forge iron, which is to be held in New York the latter part of next week, has een the subject of many exaggerated and misleading reports. It can be said on authority that no consolidation, trust or pool s in contemplation, and it is known that no attempts to fix prices would be considered for a moment by the producers of this class of iron. They are too widely scattered and interests are too diverse to

thought, however, that there are ways in which the several districts can co-operate to mutual advantage, and the object of the meeting is to see whether any such ways are practicable. It can be said with certainty that there is no surprise in reserve for the iron trade and nothing in contemplation that will materially affect present relations of buyers towards the producers of pig iron.

No. 1 X standard Alabama	\$10	7500	11	00
No. 2 X standard Alabama	10	5000	10	75
No. 1 X lake ore coke iron	12	5000	12	75
No. 2 lake ore coke iron	12	0000	12	25
Niagara coke malleable	12	0000	12	25
Rome (Ga.) charcoal	15	0000	15	50
Hinkle L. S. charcoal	13	$00\widetilde{a}$	13	50

Chicago, Ill., April 16.

Since writing our last week's report me lively trading has been done in this market, and the tonnage of pig iron of all kinds sold exceeded, we think, that of any previous week this year,

Of Southern coke iron, upwards of 15. 000 tons, at least, changed hands; of charcoal iron, almost an equal amount.

Local coke irons also were in demand, and the week closed with a good round tonnage of malleable iron trades not yet concluded.

Prices have been firm, the large bulk of the trades for coke irons being consum mated without the least shading, or withat concessions of any kind.

In one or two cases for small lots of Southern irons prices are said to have been lowered somewhat.

One producer of charcoal iron, being well sold up, declined an order of 10,000 is, which was afterwards accepted by a furnace less fortunate as to a supply of

One must almost conclude that the peet of war is stimulating rather than retarding this particular branch of busi-Many there are who figure on higher wages and consequent advance in

We quote for each f o h Chicago

The space of the colon is to the col	and an low		
Local coke foundry, No. 1 \$11	SAME	12	00
Local coke foundry, No. 2 11	0000		50
Ohio Scotch, No. 1 12	0062	12	25
Ohio Scotch, No. 2 11	DOME	11	75
Jackson Co., Ohio, silvery 12	50 Well	14	50
Southern coke, No. 1 foundry, 10	8561	11	00
	3560		
Southern coke, No. 3 10	1000	100	30
	GOGE		
	3.561	10	60
Southern sliveries 11	"L'MEE		
Tennessee charcoal softener 11	35161	11	80
	HORE		
Lake Superior charcoal 12	0061	13	00
ROGERS, BROWS	25	co.	

SOUTHERN COAL FOR THE NAVY.

Demand for Warships Will Caus Activity in the Mining Districts.

The old adage, "It's an ill wind that blows no one good," is again illustrated in the case of the South in connection with the present relations between United States and Spain. For a long period Northern coal dealers have supplied the government with the great bulk of its fuel for naval purposes. Few ships have taken on Southern coal except in case of necessity and when stationed in Hampton Roads or at the Portsmouth navy-yard. Much of the coal was carried from the Pennsylvania mines a long distance, transferred to barges and schooners in New York and other Northern cities and transferred again to the Consequently the price paid was much higher than necessary on account of the extra expense of handling. There has never been a time since the war when the government required more coal than today. In addition to its regular fleet, as readers of the Manufacturers Record are aware, it has secured a large number of auxiliary vessels, including the noted Atlantic liners St. Louis and St. Paul. Fuel must be supplied for all of these vessels at the nearest coaling stations to the scenes of operation; thes make such result possible. It has been | will be of necessity Newport News and

Lambert's Point, near Norfolk; Port Royal, Key West and the Dry Tortugas, and possibly Mobile and other Gulf ports. The proposed coal docks at Key West and Dry Tortugas have already been described in the Manufacturers' Record. At Newport News the facilities are such that the Chesapeake & Ohio Railroad Co. could coal a fleet of twelve vessels in twenty-four hours, while the facilities at Lambert's Point are equally as good, if not better. docks at both of these points are within an hour's run from the capes; conse quently but little time need be lost in upplying vessels in or off Hampton Roads, while colliers to accompany the fleet can be loaded with equal dispatch. These coals are from the Kanawha, New River, Pocahontas and other West Virginia districts and have a high reputation for their steam-producing qualities. The stations at Key West and the Dry Tortugas will probably be supplied from the Alabama mines, which are also noted for the standard of their fuel. Coal must be shipped to these points by vessels, and it is probable that the bulk of it will go by way of Mobile and Pensacola, Fla.

A steamship of 7000 horse-power, averaging twelve to fourteen knots per hour. will consume about 500 tons of coal weekly, averaging six days of twenty four hours, or 144 hours to a week. Many of our cruisers are built to develop from 16,000 to 20,000 horse-power, if required, under forced draft and have a maximum speed of from eighteen to wenty-two knots per hour. To do this they must burn a much larger tonnage. and from this can be gained an idea of normous quantities of fuel which will be required even for a month by the navy. Even when at anchor steam is up under at least one boiler and sometimes two. Consequently a vessel must constantly have her bunkers well filled. The result of the war, therefore, if war is to come, will bring great activ ity to the Southern mining districts in order to supply the demand from the government alone, while vessels used in the coasting trade, which may be interfered with on account of hostilities, will in many cases be pressed into service in carrying this fuel.

Machinists' and Engineers' Pocket Manual.—Laird & Lee, of Chicago, have issued in their admirable collection of technical reference books a "Machinists' and Enrineers' Pocket Manual," edited by D. B. Dixon, which is one of the most complete and compact works of the kind. It inrludes a compilation of rules and solved problems pertaining to steam engines. steam boilers, steam pumps, etc., based on plain arithmetic, and free from algebraic difficulties, together with necessary tables and data of highly practical value in the machine shop, mechanical drawing-room and steam-power plant. It embraces a dictionary of terms used steam engineering and electricity; the construction and operation of dynamos and motors: artificial refrigeration and icemaking: treatise on the steam-engine indicator, gearing, shafting, lathe screwcutting, etc. This illustrated volume of 371 pages, printed on excellent paper and bound in leather, in pocket form, is sold

The new owners of the Ocean View Electric Railway have taken formal pos session of the property and organized with the following officers: R. Laucaster Williams, of Richmond, Va., president; Frank O. Briggs, of Trenton, N. J., vicepresident; Walter H. Doyle, of Norfolk, ecretary and treasurer.

Subscribe to the Manufacturers' Record. Price \$4 a year, or six months for \$2.

ONSTRUCTION EPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive Items of news, If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that

*Means machinery, proposals or suppli *Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted." In correspondence relating to matters re-ported in this paper, it will be of advantage to all concerned if it is stated that the infor-mation was gained from the Manufacturers' Record

Record. It often occurs that the organization of

new company in any town is not known by the postmaster, and hence letters addressed the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record re-ports the first organization of all companies, and our readers, in seeking to get into com-munication with them, should be very care-ful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowl-edge, on the part of postmasters of all new edge on the part of postmasters of all new Critici s and co companies. Criticisms and complaint invited, as they will the better enable guard against errors.

ALABAMA.

Birmingham—Bolt Works.—The Southert Bolt Co. has been organized, with capita stock of \$30,000, to build a plant for the manufacture of bolts, nuts, rivets, washers steel and iron rods for bridge work, etc. steel and iron rods for bridge work, etc.; company will erect building 100x166 feet and a steel building 60x150 feet, and equip with machinery for the dally production of thirty kegs of 200 pounds each of railroad and bolt spikes, two tons of forged and hot-pressed nuts, six tons of bolts; John M. Caldwell, president; Charles O. Locke, secretary-treasurer, and Samuel Randolph, superintendent plant will employ fifty mer

Pratt City.-The construction works and electric-light plant is talked of Address the town clerk.

Tuscaloosa-Cotton Mill.-The Snow Hard ware Co. contemplates enlarging its cotton mill this summer; now has 2752 spindles.

ARKANSAS.

Conway—Flour Mill.—A company has been formed to erect a flour mill; contract for erection of the building has been awarded to Slade Bros. at \$6000. Address Slade Bros.

Des Arc-Woodworking Factory.-A hard wood factory to employ seventy-five men will be erected. Names of parties interested to be announced later.

Fort Smith—Bridge Company.—Incorpora-ted: The Campbell-Lynch Bridge Co., cap-ital stock \$100,000, by William C. Campbell, Susan F. Lynch, Ben T. Duval, Rose Duval and F. M. Davis.

Mena-Water Works,-The construction water works is probable, as recently talked of; Will W. Whitley, town recorder, can be addressed for information.*

Mena-Mining.—Incorporated: The Mena Mining & Reduction Co., capital stock \$500, 000, by Charles A. McGee, Frank Roach, George Knowlton, Sam Badt, B. H. Christy

Yellville-Mining Plant.-The Morning Star Mining Co. will erect a plant of 100 tons capacity daily.

Arcadia—Electric-light and Water Works.— The city may possibly arrange to provide funds for the construction of water works and electric-light plant; J. L. Jones, mayor.

Pensacola-Lumber Mills, etc.—Incorpora-ted: The Brent Lumber Co., capital stock \$60,000, by F. C. Brent, W. K. Hyer, Jr., and F. R. Meade, to operate lumber mills,

tion, etc.—Letters patent have been granted incorporating the Florida East Coast Drainincorporating the Florida East Coast Drainage & Sugar Co., with \$2,000,000 capital, with purpose to build and operate dredge-boats, dig canals for drainage and navigation, erect and operate sugar mills and other manufactories, etc. The incorporators are A. G. Hamilin, Andrew Anderson, A. V. S. Smith, H. S. Jerrison, L. Larson, C. F. White and W. H. Chambers. Address A. G. Hamilin, Hamlin.

Tampa - Clgar Factory .- The Ybor-Man rara Co., capital stock \$800,000, has been inporated (under New Jersey laws) to con-ne and extend the Edward Manrara Cigar Factory. Edward Manrara is president.

Tampa-Curing and Packing Company. The Central Curing & Packing Co. has been organized and incorporated to assort, cur d bale tobacco; D. F. Fairchild, president E. Gillett, vice-president, and L. F. d'Es ort, cure

GEORGIA.

Calhoun—Water Works.—The city has made arrangements to contract for the con-struction of the proposed water works; W. L. Hillhouse, mayor.*

Carrollton-Oil Mill .- There is talk of th rection of a cottonseed-oll mill; J. A. Ayock can be addressed.

Cartersville — Ochre — Mill.—The — Chatta-noga Paint Co., of Chattanooga, Tenn., has eased and will operate the ochre mill near Cartersville; will also mine ochre.

Cartersville—Ochre Mill.—The Cherokee Ochre & Barytes Co. Is erecting a large ochre mill.

Dahlonega-Gold Mining.-The Big Jo-Dahlonega—Gold Mining.—The Big Joe Gold Mining Co. has been incorporated, with capital stock of \$100,000, for the purpose of mining for gold and other minerals, etc. The incorporators are John B. Atkinson, of Hopkins county, Kentucky; W. W. Murray and J. M. Murray, of Carroll county, Tennessee; D. F. Moore and D. T. Harris, of Dahga, Ga.

Fitzgerald-Water Works and Electric ight Plant .- The city has completed its ar ents for the asking of bids on c rangements for the asking of bids on con-struction of water works and electric-light plant. Bonds for \$33,000 have been sold. Address Messrs. Scott and Wilson, alder-manic board.*

Lithonia-Cotton Mill.-The Annestown Cotton Mills (located near Lithonia) contemplates putting in a knitting department. Address the Annestown Cotton Mills, C. J. Haden, Atlanta, Ga.*

Macon—Gas and Water Works.—The stock-bolders of the Macon Gas Light & Water Co. have ratified the Issue of \$100,000 in receiv-ers' certificates for improvements.

Molena—Cotton Mill and Oil Mill.—Brooks Bros. & Co., of Toledo, Ga., will probably erect a cottonseed-oil mill and a cotton mill at Molena.

Tallapoosa—Glass Factory.—A \$5000 stock company will be organized to put in opera-tion a glass factory, now idle; to operate on the co-operative plan. C. A. Norton will be president.

Washington-Water Works.-The prowater works will probably be constructed by a stock company, now in process of formation. About \$5000 will be expended if ar ents are completed; H. D. Arnold c

Whitehall-Cotton Mill.-It is reported that John R. White contemplates the es-tablishment of another cotton mill.

KENTUCKY.

Loretto-Distillery.-R. Cummins & Co. distillers, have filed articles of incorpora-

Louisville—Stove Foundry.—The O. K. Stove & Range Co. has awarded contracts for the rebuilding of its plant, which was recently burned. Most of the machinery recently burned. Most of the machinery can be repaired. The new plant will include a mounting-room and warehouse of brick, three stories high, 40x150 feet; molding floor 110x180 feet, nickel plant, engine-room, cleaning-room, etc. The plant is expected to be in operation by June 1, and will employ 150 men.

Mayfield--Woolen Mill .-- The Mayfield Woolen Mills has ordered, as reported last week machinery to double its plant; present equipnent is three sets cards, twenty-six broad, thirty narrow looms, 1292 spindles, etc.

Salmons—Bridge.—The construction of a bridge across Drake's creek is proposed. Ad dress county clerk.

Abbeville—Irrigation System.—The Hall-Slutz Irrigation Co, has been incorporated, with capital stock of \$50,000, to construct irrigation canals for irrigating rice fields, irrigation canais for irrigating rice fields, etc.; John J. Brown, of New Orleans, La., president; W. G. Hall, of Abbeville, vice-president; A. E. Hall, secretary-treasurer; these, with W. H. Lovegrove, Thomas W. Slutz and C. H. Slutz, are the directors.

Alexandria-Lumber Mills, etc.-The Alex Alexandria—Lumber Mills, etc.—The Alex-andria and Forest Hill lumber companies have been consolidated and organized as the Alexandria Lumber Co., Limited, with capital stock of \$50,000; F. F. Rogers, pres-ident; L. H. Moss, of Lake Charles, La., vice-president, and D. S. Clement, secretary-

treasurer. Address the president.

Lessville—Saw Mill.—Thomas C. Wingate has completed arrangements for the erection of a \$60,000 saw mill by the Northern Mills Co.

The Central Lumber Co. has been organized with capital stock of \$100,000, for the purwith capital stock of \$100,000, for the pur pose of developing timber lands, operating saw mills, etc., at Lincecum; F. F. Rogers, of Alexandria, La., president and general manager; J. G. Gingras, of River Spur, La., vice-president; L. A. Gingras, of River Spur, La., secretary-treasurer. Dr. L. H. Moss, of Lake Charles, La., is also interested. Ad-dress the manager.

New Orleans—Construction of Lock and Approaches.—J. C. Stewart & Co., of St. Louis, Mo., have contract at \$501,757.60 for astruction of lock and approaches, stituting improver ents to Bayou Plaque

Plaque e-Saw Mill.- Mr. Willson will

reet a mill for sawing cottonwood and ash.
Shreveport—Bridges.—It is stated that blds will be opened next month for constructing bridges at Wild Lucia and How ard Bayon. Address Mr. Youree, pres police jury.*

Thibodaux-Telephone System .-- The Cum berland Telephone & Telegraph Co. has ap blied for franchise for telephone system. berland Teleph

MARYLAND.

Baltimore — Electric-power Plant. --Baltimore City Passenger Railway Co. emodel two cable-power houses into tric-power plants, and plans for the altera tions are now being prepared by Frank A Hambleton, engineer.

Pocomoke City-Electric-light and Water Pocomoke City—Electric-light and Water Works and Sewers.—The citizens will vote April 19 upon the construction of water works, sewerage and electric light combined, or any or either of the three. Bonds for \$30.000 are proposed. The sentiment is that water works and sewerage will be adopted, but the electric light will not, as a satisfactor plant owned by private Individuals. Is tory plant, owned by private individuals, is already established.

Washington, D. C.—Publishing Co Incorporated: The Times Co., capital stock \$25,000, to publish the Times, etc.; Stilson Hutchins and others, incorporators

Washington, D. C.—Gas Plant.—The Washington Gas Light Co. will erect Iron and concrete building 150 feet in diameter for gas holder.

MISSISSIPPI.

Jackson—Oil Mill.—Edward Cohn, of Meri-dian, Miss., will erect in Jackson a cotton-seed-oil mill of 100 tons capacity daily at a cost of \$100,000.

Greenville-Electric Lighting.-The city is advertising for bids for lighting the streetc.; J. M. Lee, city clerk.*

Vicksburg—Land Company.—Incorporated: The Southern Land & Investment Co., capital stock \$250,000, by T. R. Foster, P. J. Shaefer, Frank W. Mills and others.

MISSOURI.

Eldorado Springs-Lend and Zinc Mines.-The Wonder City Lead & Zinc Mining Co.,

capital stock \$5000, has been incorporated by M. Johannes, James A. Burke and W. W.

Kansas City-Planters' Company.—Incorporated: The Mexican Tropical Planters' Co., capital stock \$200,000, by Delbert J. Haff, Robert E. Shryock, George R. Barse and others.

Kansas City—Undertaking Company.—In-corporated: The Carroll-Davidson Under-taking Co., capital stock \$5000, by Chris-topher J. Carroll, Theresa Davidson and Bernard Davidson.

Ozark — Vinegar Company.—Incorporated: The Ozark Vinegar Co., capital stock \$2000, by J. A. Keel and others.

Spicard-Lumber Company.-Incorporated: The Farmers' Lumber Co., capital stock \$5000, by T. S. Evans, Adam Breigle, John Speck and others.

St. Louis—Transportation.—Chartered: The Winnerva Transportation Co., capital stock \$2500, by B. F. Shields, Charles Espenschild, W. H. Hines and others.

8t. Louis—Vapor-burner Company.—Incor-norated: The St. Louis Vapor Burner Co., apital stock \$100,000, by J. G. Branch, J. M. Gray, W. W. Wilkinson, Jr., and J. A. Webb

porated: The O'Malley Construction Co., apital stock \$5000, by John O'Malley, Patrick O'Malley, Margaret and Bridget O'Mal

St. Louis-Shoe Company,-Incorporated: The Studebaker Shoe Co., capital stock \$6000, by J. F. Shertzer, J. S. Wolff, W. B. Studebaker and E. H. Studebaker.

St. Louis-Liquor Company. - Incorporated: The F. O. Lange Wine & Liquor Co., capital stock \$30,000, by Frederick O. Lange, Chas. H. Muetze and Charles H. Bogard,

St. Louis-Building Company,-Incorpora ted: The Emma Building Co., capital stock \$125,000, by J. S. Davis and others.

St. Louis-Lumber Company.-Incorpora ed: The Plummer-Benedict Lumber Co., apital stock \$5000, by Theodore Plummer

NORTH CAROLINA.

Apex—Cannery.—The Apex Canning Co., noted last week as incorporated, has elected W. E. Neal, president; J. T. J. Pate, vice-president; H. C. Olive, treasurer, and J. J. Rogers, secretary-treasurer; capital of comany is \$12,000.

Cumnock-Coal Mines.-Cumnock Coal Co. be re-equipping its mines, which were re-cently wrecked by an explosion; about \$20,-000 is being expended in the improvements, Faith—Brick Works.—The establishment

of a brick works is contemplated by J. T.

Horry County—Colonization.—Joseph A. Brown, of Chadbourne, N. C., and Frank A. Burroughs, Robert B. Scarborough, W. H. Howell, D. T. McNeil and B. R. King, of Conway, have incorporated the Homewood Farm Association, to develop colonization plans and incidentally to develop the straw-borry industry in Horry county. The capital The capital

plans and incidentary to develop the straw-berry industry in Horry county. The capital stock is \$50,000. Address Mr. Brown. Murphy — Gold Mining.—The Irwindale Mining Co. Is putting in a number of hy-draulic machines to facilitate its placer mining; 125 men are now employed.

ng; 120 men are now employed.

Norwood—Cotton Mill.—The proposed cotton mill company, heretofore mentioned, has organized with D. B. Coltrane, of Concord, N. C., president; Dr. J. A. Tyson, of Norwood, N. C., secretary-treasurer. Capital is \$50,000, and work on the mill is to be commenced at once. Address Dr. Tyson for foreter heretogeness. further information

Shelby-Cotton Mill.-It is reported that the proposed cotton mill, lately noted, is now assured, to have 12,000 spindles, with capacity for increase to 20,000; R. B. Miller can give information.

Stanley.—Allen Heath, of Waxhaw, N. C., and R. A. Morrow, of Monroe, N. C., are reported as contemplating the erection of a cotton mill in Stanley.

SOUTH CAROLINA.

Charleston — Piano Factory, — Chartered: The Dustonsmith Piano Co., with J. J. West-coat, president; H. C. Gill, secretary, and Alfred E. Dustonsmith, general manager.

Charleston — Cotton-baling Plant. — The South Carolina Cylindrical Cotton & Manu-facturing Co., capital stock \$10,000, has been incorporated by Mike Brown, N. G. N.

Walker and Simon H. Brown, to continue the operation of a cylindrical-baling plant.

Cowpens—Cotton Mill.—The Cowpens Cotton Mills has added eighteen revolving flat cards and 3000 spindles, making 10,000 in all. It is reported that 150 looms may also be

Estill-College, -Chartered: The Girls' In-dustrial College, capital stock \$5000.

Florence—Water Works.—The city has about completed arrangements for the construction of the water works recently noted as contemplated; T. W. Jones, chairman of committee, can be addressed.*

TENNESSEE.

Bristol-Bone Mill.-A. D. Reynoids will start his bone mill about April 20; capacity five tons per day; repairs on building now being made; French buhr for grinding man-ganese being placed in position.

carter County—Pyrites Mines.—John N. Adams, of Bristol, Va.-Tenn., claims that English capitalists have become interested in the development of pyrites mines in Carter county, and that a \$200,000 company will be organized at once. John N. Adams is to act as manager and superintendent.

Fowlkes-Lumber Plant.-The G. G. Rob erts Co. has started its saw mill at South Fork, Tenn., capacity 5,000,000 feet annu ally; a hub factory has been added.

Franklin-Flour Mill.-D. Farr and T. S. olley & Son will build a roller flour mill 100 barrels capacity dally.

Johnson City.-E. F. Smith and A. W Spencer are reported as to establish ve ing factory.

Knoxville—Soap Factory.—Edward S. Ring has leased building on Church street and will equip it as a soap factory.

Madisonville—Kultting Mill.—W. N. Magill, A. T. Bruner and R. C. Kefauver contemplate establishing a kultting mill.

Murfreesboro-Cannery.-The Murfreesboro Canning Co. has been incorporated and will build plant at once for canning vegetables and fruits.

TEXAS.

Austin—Poultry Farm,—Chartered: The Austin Poultry and Pet Stock Association, capital stock \$500, to encourage agriculture and horticulture by promoting the breeding of pure-bred poultry, etc. The incorporators are E. W. Herndon, Wm. H. Salge, C. S. Brigmore and others. Brigance and others.

Austin — Redding Factory.—Incorporated: The Southern Bedding Co., capital stock \$10,000, for the manufacture and sale of nattresses, springs, quilts, comforts, etc.; incorporators, Otto Stoliey. M. R. Sendder and Hugo Stolley.

Brownwood-Ice and Light Plants,-The Brownwood—fee and Light Co., capital stock \$36,000, has been incorporated to supply light, electric motor power and to manu-facture lee; incorporators, Brooke Smith, John G. Lee and J. W. Shepard.

Corsicana-Pumping Company,-Incorp. ted: The Garrett Pumping Co., capital stock \$5000, to prospect for coal, gas, petro-leum and other minerals; incorporators, L. C. Garrett, F. C. Hand and J. M. Blanding.

Denton-Cotton Mill.-A movement is of foot for the erection Taylor is interested. on of a cotton mill; B. F

Doucette — Saw Mill.—William McCready vill erect a saw mill of 40,000 feet capacity

Paso-Mercantile.-The Bargman Mer cantile Co., capital stock \$7500, has been in corporated by Phil Bargman, A. J. Chavey and Louis Chernis.

Ennis — Liquor Company.—Incorporat The Ennis Liquor Co., capital stock \$2 by P. Freeman, J. H. Langley and 8.

Onk Chiff—Conservatory,—Chartered: Oak Cliff Conservatory, capital stock \$10,000, to conduct a conservatory of music, art and oratory. The incorporators are W. L. Dia-mond, E. T. Kemp, John W. Roach, M. Thomas Edgarton and W. L. Lawrence.

Orange-Water Works.-All bids for c struction of the proposed water works have been rejected. New bids will be opened May 1 for the erection of a standpipe.

Shelby—Telephone System.—E. C. Lans is organizing a company to establish telephone

tered: The Dennis Manufacturing Co., capital stock \$20,000, for the manufacture and sale of bedding material, bedding, mattresses, cotton fabrics, furniture, bed springs and spring beds.

VIRGINIA.

Alexandria - Construction Company.-In-orporated: The Pelton Construction Co.,

capital stock \$50,000, to buy and sell real estate, furnish power for railroads, etc. J. H. Ingram, of New York city, president; Gard-ner L. Boothe, agent in Alexandria.

Alexandria — Truss Company.—Incorpo ted: The Rovick Air Cushion Truss Co., A. Brummel, of Globe, Ariz., president, a Rollo W. Brown, of Tiffin, O., secretary.

Louisn County-Gold Mine.-Louis G. Kip per has formed a company to develop a gold nine in Louisa county.

Manchester-Fertilizer Factory.-A Rich and party contemplates erecting in Mana mill to grind tobacco stem chester a mn fertilizer purposes. Probably James a comb. Manchester, can give information Probably James A. Lips-

Munchester-Gas Plant.--The Richmo ias Co, has applied for 30-year franchise for upplying gas for residences, etc.

Norfolk-Livery Company.—Incorporated: The J. A. Turner Co., to conduct a general livery business, capital \$3000; J. A. Turner, resident and treasurer.

Norfolk-Silver-plating Plant. The Bridge port (Conn.) Silver Plating Co. will remove its plant to Norfolk and 200 people will be inployed in the completed plant. The

stalled.

Norfolk—Silk Mill.—Barton Myers & Co. are negotiating for the establishment of a silk mill to employ 170.

Richmond — Land Improvements.—Wood. Harmon & Co., of Baltimore, Md., have purchased a large tract of land in the suburbs of Richmond, which they have divided into 250 building lots. It is proposed to develop this property by improving streets, constructing a sewerage system and drainage, etc.

Richmond - Power Development .- Jo Richmond — Power Development.—Joseph II. Hondley and associates have applied for franchise to use the water of the James river for the purpose of developing power and manufacturing compressed air for disribution, etc

Frade is negotiating with Radeliffe Bros., of Shelton, Conn., for the establishment of woolen underwear and bosiery mill.

Roanoke-Knitting-machine Works.-It is reported that in connection with the pro-posed knitting mill above noted, Radeliffe Brost of Shelton, Conn.) contemplate es-tablishing knitting machine works.

Wytheville-Water Works.-The pr xtension of the city water works will be submitted to a vote; \$25,000 in bonds are ontemplated. Address the mayor.

WEST VIRGINIA.

Harper's Ferry-Electric-light Plant.-J. Hanger and R. F. Thompson, of Pennsylania, are said to be negotiating for the urchase of the Harper's Ferry Paper Co.'s power, with a view electric-light plant. to the er

BURNED.

Altonwald, Md.-J. H. Frederick's saw

Cold Springs, Miss.-Moreton & Helms drying plant.

Huntington, W. Va .-- Woodward & Drake's

Texas.-Orange county court-Orange, ouse: loss \$12,000.

Tifton, Ga.-H. H. Tift's saw mill; lo

BUILDING NOTES.

Md.-College Buildings, etc.orge A. Blake has contract for the erec ion of annex buildings for Loyola College F. C. Kennedy, architect. William J. Fer cuson has contract for erection of medica

Baltimore, Md.—Medical Building.—Correct for erection of additional building for ract for erection of additional building for Johns Hopkins Hospital let to William Fer-cuson & Bro.; plans by George Archer.

Baltimore, Md.-Cannery.-C. Ruhl & Son

Baitimore, Md.—Church.—J. E. Lafferty as prepared plans for \$25,000 parsonage for 'ranklin Street M. E. Church.

Baltimore, Md.-Hall.-It is propose xpend \$50,000 in additions to the music hall of the Auditorium Co.; R. C. Davidson, pres

Mo.-Residence.-James Luke Carthage, will build a residence.

Carthage, Tenn.—College Building.—Genva Academy will build a \$4000 college building.

Cave Spring, Ga.-Hotel.-Dr. J. C. Watts

will build a three-story frame hotel, seventy-

Charlotte, N. C .- Church .- In about th ceks bids will be invited for the erection of church after plans by Hayden & Wheeler, Equitable Building, Atlanta, Ga.

Charlotte, N. C.-Residences.-Frank Milburn is preparing plan for \$4000 residence for L. A. Dodsworth and \$3500 residence for J. W. Cobb.

Charlotte, N. C.-Residences.-H. S. Rol-ins, David Yates and George W. Campbell will each build a residence; contracts for leted by C. C. Hook.

Chattanooga, Tenn.—Warehouse,—C. A. Raht contemplates the erection of a warehouse, two stories high, 200x210 feet, to cost

Gaffney, S. C.—Store Building.—A. N Wood will build a store building; Charles C Hook, of Charlotte, N. C., is at work on the

Geneva, Ala,-Co contract at \$13,500 for the erection of

Hampton, Va.-Jail.-Elizabeth City county will erect a \$10,000 jail, as recently noted Address "County Clerk."

Kansas City, Mo.—Depot.—Plans for the emodelling of the union depot have been eccepted from Van Brunt & Howe.

Louisville, Ky. — Residences. — Theodore Ahrens, Jr., will erect a \$3375 three-story brick dwelling

Louisville, Ky.—Rev. L. Bax will erec \$2200 house; Robert Mah a \$3500 house, and C. Schaefer a \$2200 house.

Montezuma, Ga.—School.—The city will spend \$6000 for the erection of a school milding. Address the mayor.

New Orleans, La.—Dwellings.—Jean Byrr will erect \$1800 alteration to dwelling; C. C. II. Legace will erect \$3000 frame residence

Newport News, Va.-Schoolhouse, etc. ct for erection of schoolhouse award Peddicord & Co. at \$19,845; heating of to Myers & Shepherd at \$4375.

Norfolk, Va.-School,-The city will b eight-room schoolhouse to cost \$20,000 Address the mayor

Opelousas, La.—Hall.—Hope Hook & Ladder Co. No. 1 will build a \$3000 hall.

Parsons, W. Va.—Courthouse.—Bids a invited for new courthouse agreeable plans and specifications prepared by Fra P. Milburn, of Charlotte, N. C.; plans will be on file May 15 and contract let June 3. Address J. W. Campbell, Anvil, W. Va.

Raleigh, N. C.—Theater, etc.—W. R. Tuck-er has purchased site for \$13,500 on which he will erect a large three-story building or possibly an opera-house.

Red Springs, N. C.—Residence.—Martin McKinnon will erect a Colonial residence after plans by C. C. Hook, of Charlotte,

Richmon Va. - Mercantile Building. Benjamin W. Poindexter is preparing plans for a mercantile building for Temple. Pem-

Rock Hill, S. C.-Store.-Hugh E. White hose Hill, S. C.—Store.—High E. White has prepared plans for a store building to be erected for A. Friedheim Bros., to cost \$15, 000. It will be three stories and basement high, have pressed brick, stone, terra-cotta iron and plate-glass front and modern in-

Roland Park, Md.—Residence.—John T. Hill will erect a \$5000 residence after plans by A. H. Bieler; blds will be opened April 27.

San Antonio, Texas—Synagogue.—Sealed proposals will be received until April 22, 1898, for the erection of a brick synagogue building for the Congregation A. Achim. Plans and specifications can be at the office of J. Riely Gordon, arch Address Selig Deutschman, chairman ng committee.

Shreveport, La.—Dwellings, etc.—L. T. McNabbe is preparing plans for a compress building; for two dwellings for Wise Wolf and Miss Hattie Schuster.

Tumpa, Fla. — Warehouse. — Edenfield & etton have contract to erect a \$16,000 ware-ouse for Bonacker & Bowyer after plans by Miller & Kennard.

Temple, Texas—Hall Building.—It is posed to erect a \$10,000 hall; secretary M. C. A. can give information.

nonsville, S. C.-Warehouse,-Char The Timmonsville Tobacco Ware Co., capital stock \$1500.

Washington, D. C.—Dwellings.—John G. Myers will erect three dwellings, three sto-ries and basement each, steam of hot-air

Wheeling, W. Va.-Dwellings.-Architect

Leiner is preparing plans for residence for Adolph Knoke and for four houses for W. J. Cotts

Williamsburg, Va.-Bank Building.-C. H. Hudgins, of Richmond, Va., has contract for the erection of bank and postoffice build-

Barbour and associates will organize the company, recently referred to, to build a

RAILROAD CONSTRUCTION.

Railways

Bentonville, Ark.-The Arkansas & Okla Bentonville, Ark.—The Arkansas & Okia-homa Railroad Co., recently referred to in the Manufacturers' Record, has a capital of \$200,000. It will extend from Rogers Sta-tion, on the St. Louis & Sau Francisco, through Bentonville to a point on the Kansas-City, Pittsburg & Gulf.

Bristol, Tenn.—Knoxville & Bristol Rail-road Co. has filed a mortgage in Tennessee to secure an issue of \$1,000,000 in bonds to finance the building of the road. H. M. Aiken, general manager of the company, is enlisting the interest of business men at Knoxville in the enterprise.

Center, Texas.—An effort is being the business men to induce the Gulf, Beau-mont & Northern Rallroad Co. to extend its line over the proposed route of the road be-tween Center and Teneha. John H. Kirby, yeen Center and Teneha. John H. Houston, Texas, is president of the

Donaldsonville, La.-The McCaul Manufacturing Co. has decided to build a nat gauge railroad from a point near Do sonville to the boundary of Assum

parish.

Elizabethton, Tenn.—It is reported that a charter has been granted a company to build a railroad from Elizabethton to Johnson City, Tenn., which will connect the Norfolk & Western, Southern and Bristol, Elizabethton & North Carolina roads. Among the promoters are J. N. Adams, of Bristol, Tenn.; R. T. Callowhill and Joseph

Faith, N. C.-It is reported that a company may be organized to build a railroad o granite quarries near Faith. J. T. Wyntt an probably give further information.

Fredericksburg, Va. - Arrangements are being made to secure subscriptions to the stock of the Fredericksburg & Rappahan-nock Railway Co. Books will be opened on May 2 by John S. Barber at Culpeper, Va. Others Interested are Charles A. White, of Warrenton, and L. G. Johnson, of Moranna, Va.

Galveston, Texas.—The Manufacturers' Record is advised by C. F. Ressegule, super-intendent of the Gulf, Colorado & Santa Fe Railroad Co., that the company will build about five miles of track at Galveston. Rail-

Gaston, N. C .- It is reported that another railroad is to be built between Emporia, Va., and Gaston on the roadbed which was nearly completed between these points several years ago. The line will be twenty long.

Harrisonburg, Va.—It is reported that a construction company has been formed to begin work on a further extension of the Chesapeake & Western Railroad and complete it to a point in West Virginia. F. P. Hays, of Bridgewater, Va., is president of the company. Of the line, twenty-seven miles are now in operation.

McKinney, Texas .- It is stated that tracts for grading and ties for the railroad between McKinney and the Elm Valley are now being let. The road will be a connection of the Houston & Texas Central.

Memphis, Tenn.-The project to build a ailroad line from Memphis to New Orleans rallroad line from Memphis to New Orleans along the western bank of the Mississippi river has resulted in the incorporation of the Memphis, New Orleans & Texas Railroad Co., in which W. A. Percy, J. H. Watkins, H. L. Armstrong and E. L. Phillips, of Memphis, are interested. The line as surveyed will be about 500 miles in length, terminating at Algiers, on the Mississippi river, opposite New Orleans. Memphis will be reached by using the bridge of the Little Rock & Memphis Rallroad across the river. stated that the company is capitalized at \$3,500,000, and that the road will cost \$8,500,000 to construct. Habersham Elliott. engineer of the company, has completed the preliminary surveys. It is reported that Milwaukee and St. Louis parties are back of

Natches, Miss.—The Texas & Louislana Midland Rallroad Co. has been chartered to build a road from the town of River Spur.

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La., to Natchez. A railroad now completed will be used for a portion of the route, and it is calculated that thirty miles of extension will be needed. The line will be a it is calculated that thirty miles of exten-sion will be needed. The line will be a branch of the Iron Mountain system. The officers are as follows: F. F. Rogers, of Alexandria, president and general manager; J. G. Gingras, of River Spur, vice-president; L. A. Gingras, of River Spur, secretary and

Neeleyville, Mo.—The McLeod Lumber Co., of Neeleyville, is constructing a rail-road line near the Arkansas State line. T. Bascom Lane, of Pine Bluff, Mo., is engi-

New Iberia, La.—The Palmetto & Guif Railroad Co., which is promoting the road from New Iberia to Vermillion Bay, on the from New Ideria to Verminion Bay, on the Gulf coast, has elected the following officers: James A. Lee, president; E. C. Roger, vice-president; Andrew Thorpe, secretary and treasurer; V. P. Gullfoux, chief engineer.

Orange, Texas.—It is reported that a syndicate of Chicago and Canadian parties has decided to build a railroad between Orange and Marshall, a distance of 150 miles.

Saluda, S. C .- The promoters of the Saluda Saluda, S. C.—The promoters of the Saluda & Johnston Railroad have received a proposition from the Lendenmeyer Bros., of New York, to construct this line. The New York parties agree to begin the work if the right of way, terminals and some other privileges are guaranteed. J. H. Tillman, of Edge-field, S. C., represents the outside parties.

Sherman, Texas.—Burton R. Stare, president of the Planters' Terminal Railroad Co., informs the Manufacturers' Record that it is expected to have the line in operation by July 1. As already stated, it will be sixteen miles in length and laid with 56-pound rails.

Shreveport, La.—The section of the Shreveport & Red River Valley Railroad, between Shreveport and Loggy Rayou, thirty miles, is in operation. The Louisiana Construction Co., of Shreveport, is constructing the line.

Sistersville, W. Va.—It is reported that arrangements are being completed to begin work on the proposed railroad between Sistersville and Salem, Va., and that it will be a standard-gauge line thirty miles long. D. B. Smith, of Martinsburg, W. Va., is promoting the enterprise. moting the enterprise.

sumter, S. C.—The Sumter & Wateree River Railroad Co. has been organized with the following officers. J. D. Blanding, president; Richard I. Manning, vice-president; H. Ryttenberg, treasurer; R. D. Lee, attoracy; Attamont Moses, secretary. The officers were instructed by the board of directors to contract with responsible parties for the building of the road and work will begin at an early date.

Vernon, Texus, It is reported that the

at an early date.

Vernon, Texas,—It is reported that the Toledo Construction Co. (temporary address Sweetwater, Texas,) has secured a contract for building the Kansas, Oklahoma Central & Sonthwestern Railroad from Coffeeville, Kan., to Vernon, a distance of 350 miles. At Coffeeville it connects with the Missouri Pacific. Santa Fe and Missouri, Kansas & Texas systems, and at Vernon with the Denver City & Gulf. T. C. Frazier, at Coffeeville, is secretary of the railroad company. Weatherford, Texas.—The Jusiness men

Weatherford, Texas.—The business me of the town are considering the formation of a company to build an independent line from Weatherford to a connection with the Chi-cago, Rock Island & Texas system.

cago, Rock Island & Texas system.

Winfield, Ala.—Surveys have been completed for the rallroad being promoted by the Mississippi Valley Coal & Railroad Co, from Winfield to West Point, Miss. At Winfield It Joins the Kansas City, Memphis & Birmingham, and at West Point the Illinois Central system. Henry Wellman, at New Orleans, is president of the company. The length of the route is fifty-five miles.

Street Railways.

Augusta, Ga.—Negotiations are under way with the view of extending the trolley line of the Augusta Railway to the Driving Park in the suburbs. D. B. Dyer is manager of the railway company.

Chattanooga, Tenn.—It is reported that the Chattanooga Railway Co. has practically decided to expend about \$75,000 in the proposed improvements to its electric line. J. H. Warner is president of the company.

Greensboro, N. C.—The plan of building ar electric street railway in Greensboro has been revised. S. H. Haughton, of New York, is one of the promoters of the en-

St. Louis, Mo. R. N. Snyder, of Kansas City, Mo., has secured a franchise to build a street railway in the city. Mr. Snyder has organized the Central Traction Co. to promote the enterprise.

St. Louis, Mo.-The St. Louis & Kirkwood Railroad Co. Is arranging to build a trolley

line to give it a connection with the St. Louis & Suburban Railroad Co. The latter company is now in control of the Kirkwood

St. Louis, Mo.—The city council has passed an ordinance permitting the con-struction of what is known as the North & South Electric Railway, which it is proposed to build in the city and suburbs. John H. Blessing is president of the company.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' REC-ORD has received during the week the following particulars as to machinery that is wanted.

Agricultural Machinery.—S. R. Jacobs, 472 Courfland avenue, Atlanta, Ga., is in the market for a thresher and separator of 1000 bushels daily capacity.

Baking-powder Factory.—J. F. Williams. 64 Vanderhorst street, Charleston, S. C., wants addresses of makers of tin cans for packing baking powder, labels or wrappers for the cans, ingredients from which baking powder is manufactured.

Barrels.—E. S. Campbell, 907 Keogh street, Greensboro, N. C., will want to buy about 1000 spirit or vinegar barreris; second-hand.

Blowers. - See "Stone Crusher, Roller, etc."

Boller and Engine.—W. R. Gardy, Oak crove, Va., wants second-hand boiler and ngine. (See "Flour Mill.")

Brick Machinery.-J. T. Wyatt, Faith, N. wants a brick machine; new or second

Bridges,-It is stated that contracts will bringes. It is stated that construction of bridges at Howard Bayou and Wild Lucia Address Mr. Yource, president police jury Shreveport, La.

Canning Machinery.—F. K. Ostwalt, Ost-walt, N. C., wants information regarding anning machinery.

Carding Machinery.-See "Rug Machin

Cotton Mill.-Brooks Bros. & Co., Tol want to obtain estimates on textile anufacturing mill.

Cotton-mill Machinery.—See "Rug Ma chinery.

Cotton Waste,—E. L. Wilson Hardward Co., Beaumont, Texas, wants to buy a car-lead of waste direct from manufacturers.

Decorations.—Klaw & Erlanger, New Or-leans, La., will want bids on ornamental work in two new theaters to be built. Ad-dress W. H. Rowles, manager, Academy of

Music.

Predging.—Sealed proposals for the dredging and removal of about 250,000 cubic yards of material will be received until 12 o'clock moon of April 22 and opened immediately thereafter. Proposals must be addressed to the Hon. Wm. T. Malster, mayor and president of the harbor board, Battimore, Md., and indorsed "Proposals for Dredging." For specifications, etc., apply at the office of the board in the City Hall.

Electric Lighting—City of Greenville.

Electric Lighting.—City of Greenville, Miss., will open bids June 7 for lighting with electricity Its streets, etc.; will require fifty arc lights of 2000 candle-power, and for incandescent lights as asked. Address J. M. Lee, city clerk.

Electric-light Plant.—Bids will probably be wanted for the installation of an electric-light plant in the House of Refuge; \$50,000 may be expended; James A. Gould and Wm. A. Knapp, committee, Baltimore, Md.

Electric-light Plant.—The city of Fitzger ald, Ga., will soon advertise for bids on the construction of electric-light plant. Address Messrs, Scott and Wilson, aldermanic board.

Electric-light Plant. - J. L. Jones, mayor Arcadia, Fla., wants estimates on electric ight plants

Electric Motor.—See "Printing Machin

Electric Motor.—Hamlen Tobacco Co Vinston, N. C., wants a five or seven an me-half horse-power electric motor; second

Electric Plant.—Sealed proposals will be received until April 26 for installing an electric-light and power plant in the United States Courthouse and Postoffice, Louisville, Ky. Proposals must be accompanied by check in 10 per cent. of amount bid. Specifications and planteers by obtained. cations and plans can be obtained upon a plication. Proposals must be addressed the Secretary of the Treasury, Washingto D. C., and endorsed: "Electric Plant, Couhouse and Postoffice, Louisville, Ky." O. Spaulding, assistant secretary.

Elevating Machinery.-See '

Engine.—Tobacco Warehousing & Trading 'o., Louisville, Ky., wants a 75-horse-power ompound vertical (inverted cylinders) en-ine, automatic cut-off, 200 x p. m., self-lubriating; estimates, specifications and blue rints to be in duplicate.

Excavating Machinery.—W. D. Turner, Ralston, Pa., wants addresses of manufac-turers of railroad tools, steam shovels, wheel scrapers, etc.

Flour and Corn Mill .- W. R. Gardy, Oak Grove, Va., wants burrs and other machin-ery for two-run mill for corn and wheat; new or second-hand.

oline Engine.—See "Printing Machin-

Knitting Machinery.—Annestown Cott Mills, C. J. Haden, Atlanta, Ga., will pro-ably want knitting machinery.

Machine Tools.--W. W. Smith, Box 16, albertville, Ala., wants to buy engine lathend machinists' tools.

Machine Tools, -- Barton Agricultural Works Tuscumbia, Ala., wants addresses of makers of machinery for manufacturing monkey

Navai Supplies .- Proposals will be re Navai Supplies.—Proposals will be re-ceived until April 26 to furnish at the naval station, Port Royal, S. C., a quantity of bolts, nuts, rivets, hardware, Portland ce-ment, window glass, naval stores, dry goods, screws, leather, lumber, boat knees, bar screws, leather, lumber, boat knees, bar iron, pig iron, ingot copper, metals, sheet fin, sheet brass, sheet lead, steel plates, angle steel, steel billets, rivet rod, packing, copper tubing, brass tubing, brass pipe, steam pipe, lead pipe, pipe fittings, files and chemicals. Blank proposals will be furnished upon application to the naval station, Port Royal, or to the bureau. Edwin Stewart, paymaster-general, United States Navy.

Oil Mill.—Brooks Bros. & Co., Toledo, Ga. ed-oil mill.

Paint.—Boyd Bros., Huntsville, Ala., will buy rooting paint for warehouse.

Plumbing Supplies.—Sydnor Pump & Well Co., Inc., Richmond, Va., is in the market for catalogues and cash discounts on plumb-ing supplies, including bathtubs.

ring suppries, including outstribes.

Printing and Lithographing.—Sealed proposals (in duplicate) will be received until May 5, 1898, for photolithographing and printing 15,000 copies, more or less, maps of the United States, and 20,000 copies, more or less, maps of the land States and Territories prepared in the general land office: tories prepared in the general hand office also, for photolithographing and printing such copies of township plats as may be re-quired during the fiscal year ending June 39, 1890. Specifications and conditions gov-eruing the above may be had on applica-tion. Proposals must be endorsed "Pro-posals for Photolithographic Work, General Land Office." Bigner, Horgan, compli-Land Office," nd Office." Binger Hermann, commis ner, Washington, D. C.

sioner, Washington, D. C.
Printing Machinery.— Allan Nicholson,
Union, S. C., wants bids on one Campbell
"Century" press, form 21x28, and on one
gasoline engine, electric or water motor,
capable of running the above described
press and an 8x12 old-style Gordon at a high
rate of speed; also, 12-inch perforator and
proof press. Prices must be for same delivered and ready for work. Cash can be paid,
but quote time price. State time necessary
for installation. for installation

Pumps and Tubing.—Sydnor Pump & Well co., Inc., Richmond, Va., wants prices on wood pumps and tubing in carload lots.

Road Machinery.—E. L. Wilson Hardware Co., Beaumont, Texas, wants to buy a road

Roller Chair.—Fred T. Cummins, 214 South Twelfth street, Omaha, Neb., wants the ad-dress of makers of roller chairs, to be pro-pelled by man seated in rear of machine.

Rug Machinery.—A. D. Martin, Box 153, Lafayette, La., wants to buy machinery for the manufacture of rugs, such as will card and spin coarse hair and Spanish moss.

Safe, Greer Machinery Co., Knoxville Tenn., is in the market for a second-hand safe, in good order, at low price.

Stone Crusher, Roller, etc.—C. F. Wheelock, ilrmingham, Ala., wants a crusher to han-

dle fifty tons dally soft sandstone, to be reduced to one-half inch cubes or smaller; also wants roller process for reducing this latter to coarse sand. Mr. Wheelock pro poses using for this purpose one stand of three-pair high rolls 9x30 inches, such as are used for grinding corn, only with smooth rolls instead of corrugated; also wants two blowers, medium size; elevator machinery, chain belts, etc.; second-hand machinery preferred. preferred.

Telephone Equipment.—Dublin Telephone Exchange, Dublin, Ga., wants to buy 250-drop switchboard, etc.

Voting Machine.—J. A. Strachan, Canton, ia., wants the address of makers of the 'Myers' or other voting machine.

Water Works.—Bids will be opened May 1 for the construction of a standpipe at Orange, Texas. Address R. C. Miller,

Water Works.-Information and estimate on cost of water-works system for town of 4000 inhabitants will be received by Will W. Whitley, town recorder.

Water Works.—The city of Florence, S. C., will construct works to include three miles of six and eight-inch pipe, steel tank of 100,000 gallons capacity, with 100-foot tower and air lift. Address T. W. Jones, chairman of

Water Works.—Bids for the construction of a water-works system in Culhoun, Ga., will be received by mayor and aldermen until the 6th day of May. Persons desiring to bid will be furnished copies of specifications upon application. Address W. L. Hill-house mayor.

Water Works.—The city of Fitzgerald, Ga., will soon advertise for bids on the construction of water works and electric-light plant. Address Messrs. Scott and Wilson, aldermanic board.

Water Works.—J. L. Jones, mayor, Arcada, Fla., wants estimates on water works.

Water Works,-Corsicana Water Development Co., James L. Autry, president, Corsi-cana, Texas, wants to buy about 6000 lineal feet of standard six-inch cast-iron water mains and specials and standpipe.

Woodworking Machinery.—Greer Machin ry Co., Knoxville, Tenn., wants to buy ung-making machinery.

Woodworking Machinery.—Vance Bros., Plumtree, N. C., are in the market for ma-chinery for manufacturing insulator pins.

Woodworking Machinery.—Pike Bros., La Grange, Ga., wants to buy a mortising ma-chine and pony or panel planer; second-hand

TRADE NOTES.

Cotton Mill.—John W. Fisher, special com-nissioner, Newport, Tenn., is offering for all the Newport Cotton Mills.

Mill Plant,—A complete saw-mill plant, ocated near Charleston, S. C., is offered for ale by "Mill Plant," care of Manufacturers'

Telephone System.—The property of the Carolina Mutual Telephone & Telegraph Co., of Charleston, S. C., will be sold May 3 by H. H. De Leon and George B. Edwards,

Patent Rights on Grate Bar.—The patent rights in a new sectional grate bar for the eighteen States west of the Mississippi river are offered for sale by Messrs. Earl & Wil-son, of Gastonia, N. C. (P. O. Box 324).

Electrical Contract.—The Electrical Engineering & Supply Co., of Charlotte, N. C., has received contract from the United States government for the electrical machinery to light Fort Morgan, near Mobile

Ball Engines Again.—The Ball Engine Co., Erie, Pa., which builds engines exclusively for electric purposes, is crowded with work. The enviable reputation of the "Ball En-gine," built by this company, has no doubt much to do with the satisfactory condition

Consulting Engineers.—Franklin Bache, mloing engineer, has retired from the firm of Lathbury, Spackman & Bache, with whom he became associated in October of last year. The business will be conducted as heretofore under the old firm name of Lathbury & Spackman, 1619 Filbert street, Philadelphin, Pa.

Berkshire Cement Mills.—Parties who are building a plant at Stamford, Conn., have placed an order with the Bradley Pulverizer

XUM

Co., of Boston, Mass., for a full supply of its pulverizers. It is evident that the Connecticut parties intend to have first-class works, well equipped with the best of machinory.

Pipe Works Change. The Southern Pipe Co., of Anniston, Ala., has purchased the entire plant and equipment of the Anniston Pipe & Foundry Co. and will continue the business of manufacturing cast-tron pipe and special castings. The Southern Pipe Co. will complete all existing contracts and collect all balances of the Anniston Pipe & Foundry Co.

Golf Balls.—The "Forsythe" golf ball is the result of several years of persistent effort on the part of the Roston (Mass.) Reliing Co. to produce a first-class article. The "Forsythe" golf ball is carefully made, thoroughly seasoned, is solid, hard and tough, and is strongly recommended by some prominent golf players of this country. Send for circular.

A Big Order.—The Illinols Steel Co. has decided to use Bradley pulverizers exclusively in its new works for manufacturing clay cement. The Bradley Pulverizer Co., of Boston, Mass., will ship four machines to Chicago at once, and is to be congratulated on securing this order as a fresh evidence of the undoubted high character of the pulverizers which it builds.

Government Orders, and Others. Messrs. Thomas Carlin's Sons, of Allegheny, Pa., have on file a number of small orders from nearly all the government fortifications along the Atlantic coast; have also been making large number of their improved concrete mixers, and recently shipped to ten different States and to China and Japan. Messrs. Carlin's Sons have furnished ammunition holsts, shot cranes, trolley systems, drainage castings, derricks, holsting engines and concrete mixers for use on the government fortifications in connection with dump cars, rails, frogs and switches, car wheels, axies, etc.

Mr. Nicholas S. Hill, Jr., has ceased acting as chief engineer of Baltimore's water department, and has formed the firm of Messrs. Hill & Howard, with offices at 35 Manufacturers' Record Building. Baltimore, Md. The new firm is composed of Mr. Hill, who has acted as engineer in some important positions in the United States, and of Mr. E. C. Howard, formerly secretary-trensurer of the McCay-Howard Engineering Co., contractor for electrical work. Messrs. Hill & Howard are well qualified both by theoretic knowledge and practical experience for their intended work, and they will conduct a business as general consulting engineers, making a specialty of water works, electrical subways, electricalight and power plants and transmission of power. The firm solicits correspondence in the field of general engineering, including plans, specifications, reports, estimates, tests, etc.

TRADE LITERATURE.

Lundell Fan Motors.—A new catalogue Issued by the Sprague Electric Co., of 20 Broad street, New York city, presents faithful illustrations of the 1838 models of the Lundell fan motors. The constantly increasing use of fan motors makes this catalogue very timely at this season.

Gas Engines.—The Frontier Iron Works, of Detroit, Mich., has besued a circular illustrative and descriptive of its "Frontier" tandem gasoline and gas engine (two cylinders, an impulse every revolution). The Yaryan Co., Times Building, New York city, has been appointed Eastern agents for this company.

Fireproof Paint.—In a circular just bound by Alden Speare's Sons & Co., Boston, Mass., strong claims are made for their well-known "Ashestine" cold-water paint, a dry powder, requiring only the addition of a little water to make it ready for service. The makers claim for it fireproof qualities, in addition to increased durability and efficiency over oil colors. The circular contains much information of value and can be had for the asking.

The "Monarch" Engine Stop.—The "Monarch" engine stop and automatic speed limit is intended for the stopping of steam engines and other motors from one or several points near or remote from the engine-room by simply pressing a button or automatically. This device is sold with full guarantee for perfect operation and a full description of it is contained in the hand-somely illustrated

pamphlet issued by the maker. A number of strong testimonials obtained from some of the most prominent manufacturing plants in New England are given place in the pamphlet. All users of power should investigate this device by writing the builder of it, the Monarch Manufacturing Co., Albert A. Cary, 39 Cortlandt street, New York city.

Radford, Va.—The reverse side of letters mailed by the Radford Board of Trade contains much important information regarding the city of Radford, Va. As a home or asite for manufacturing plants this city contains many advantages which will appeal to the thoughtful reader. Its advantageous location and future as a railroad center, its available water-powers, its list of industries already in successful operation and its elimatic conditions all combine to attract. Address the Board of Trade for further particulars

Rubber Goods.—Two catalogues have been issued by the Diamond Rubber Co., of Akron, O., whose factory is equipped for the production of a complete line of mechanical rubber goods. The company's experience of years makes it well qualified for supplying the consumers of such goods. One of the cutalogues referred to is a price catalogue of couplings, pipes, bands, reels, belt hooks, punches and awls, and the other of belting, losse, packing and other rubber goods. Pneumatic and solid cycle and carriage tires also constitute a part of the Diamond Company's output.

lee and Refrigerating Machines.—This class of apparatus, as made by the Murray Iron Works Co., of Burlington, Ia., is fully described and illustrated in the catalogue No. 20 of the company. The Murray Works build ice and refrigerating machines ranging in capacity from one to one hundred tons for the use of ice factories, breweries, packinghouses, meat markets, cold-storage depois, distilleries, etc. The company's experience of thirty years in the building of various forms of machinery is ample testimony of its ability to satisfy the most exacting operators. Send for catalogue.

Electric Motors in Printing Works.—Electricity as a motive power is invading many fields, supplanting other power in many instances. During the five years last past electric motors for printing machinery have been much improved and have made great headway in printing establishments. A catalogue of the "Lundell" motors has been issued by the manufacturer, the Sprague Electric Co., of 20 Broad street, New York city. These motors are geared and direct connected for printing presses, folding machines, cutting machines, sittching machines, covering machines, signature presses, embossing machines, backing machines, ruling machines and typesetting machines. Catalogues furnished on application.

Asphalt Pavements.—Nothing indicates the position and status of a city more clearly than the condition of its thoroughfares. If its streets are smoothly paved and cleanly swept it is evident at a glance that the city's affairs, at least, those pertaining to its streets, are well managed. This matter of street paving has become in recent years one of the utmost importance, and divers materials have been experimented with by municipalities throughout the United States. It is generally conceded that the best kind of pavement yet devised is the asphalt pavement, and in numerous cities these pavements have been constructed during the last decade in large areas. The pioneer in the construction of asphalt pavements has been the Barber Asphalt Paving Co., No. 11 Broadway, New York city, and of Eighth and F streets, Washington, D. C., and branch offices in the principal cities throughout the Union. This company has issued a work on paving which contains much information of this method of paving, also information regarding the famous lake on the Island of Trinidad, which the company controls, and from which the asphalt pitch for its work is obtained. Of 24,000,000 yards of asphalt laid in this country, the Barber Asphalt Paving Co. has laid over 11,000,000 yards, the exact location of every piece of which is given in the pages of its book on this subject. The company's long and varied experience with pavements laid under ever variety of climate and traffic, its combination of practical knowledge on the street with extensive scientific research in the laboratory and its thoroughly trained and skilled experts enables it to construct pavements to meet any conditions. City officials or others interested in street paving will find the company's book of great interest.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Large Bond Purchases.

J. B. Oldham, of Dallas, Texas, has recently purchased the following Texas securities issued by the counties named: Aransas county, \$20,000 courthouse 5 per cent. semi-annual; Brazos county, \$54,000 courthouse and bridge 5 per cent. semi-annual; Hemphill county, \$12,000 courthouse 5 per cent. semi-annual; Taylor county, \$30,000 courthouse 5 per cent. semi-annual; Wilson county, \$15,000 courthouse 5 per cent. semi-annual; Wilson county, \$54,000 bridge and jail 5 per cent. semi-annual.

New Corporations.

Louis H, Parker and others have formed the Bagard-Overbeck Insurance Co, at St. Louis, Mo.

James L. Gilbert, Henry S. King and others have organized the Peabody Building and Loan Association at Baltimore.

The Farmers' Mutual Fire Insurance Association has been formed by D. A. Elliott, W. H. Turner and others, with an office at Kosciusko, Miss.

office at Kosciusko, Miss.

J. D. Proctor, A. H. Henderson and others have formed the Interstate Investment Co., with \$20,000 capital, to do business at Junction City, Ark.

The Bank of Central Arkansas, at Lonoke, Ark., has begun business with a capital of \$12,500. Joseph Eagle is president and John N. Davis cashier.

The Westminster Deposit & Trust Co., recently authorized to do business at Westminster, Md., will have a capital of \$50,000. Charles E. Fink is one of those interested.

New Securities.

The city of Seguin, Texas, has sold \$10,000 worth of 5 per cent, improvement bonds.

The town of Union City, Tenn., has voted in favor of issuing \$5000 in bonds. Address the town clerk.

The town of Montezuma, Ga., has voted in favor of issuing \$6000 in school bonds. Address the town clerk. It is reported that the town of Calhoun.

Mo., has voted bonds for a city hall. The mayor may be addressed. James Thompson, at Walhalla, S. C.,

James Thompson, at Walhalla, S. C., will receive bids until May 2 for \$5000 worth of 6 per cent, town bonds.

W. S. Hillhouse, mayor, will receive bids until May 2 at Calhoun, Ga., for the proposed issue of \$12,500 worth of 5 per cent, bonds.

The bonds recently issued by Elizabeth City county of Virginia have been sold to Edward C. Jones & Co., of New York, at 105. The bonds bear 5 per cent. interest.

The board of directors of the Bessemer Land & Improvement Co., of Bessemer, Ala., have decided to issue \$100,000 in 6 per cent, bonds to refund the debt of this commun.

The proposed issue of 4 per cent, bonds of Sedalia, Mo., will be sold on May 16. Bids will be received until that date by E. W. Mackenzie, secretary of the board of education.

A correspondent of the Manufacturers' Record at Fitzgerald, Ga., writes that the city has sold \$33,000 of its bonds at a premium of \$1700. The bonds are issued for rublic improvements.

The issue of \$150,000 in bonds advertised for sale by the city of Memphis. Tenn., has not been sold, and will prob-

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ably be again advertised. The mayor will give further particulars.

The city of Morgantown, W. Va., will sell \$36,000 worth of 4½ per cent, bonds on April 30. Bids will be received until that time by A. W. Lorentz and E. Schisler, the committee in charge.

The board of supervisors of Alleghamy county, Virginia, will receive proposals until May 14 to purchase the issue of \$20,000 in 5 per cent, bonds. The board may be addressed at Covington, Va.

The canal board of Louisiana is considering an issue of \$160,000 in 4 per cent, bonds for the purpose of general improvements. The secretary of the board may be addressed at New Orleans.

Dividends and Interest.

The Salisbury Cotton Mill Co, has declared a quarterly dividend of 2 per cent.
The Watt Plow Co., of Richmond, Va., has declared a semi-annual dividend of 3 per cent.

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The New Orleans & Carrollton Railroad Co. has declared a dividend for the quarter of \$1.50 per share.

The St. Charles Street Railroad Co. of New Orleans, has declared a quarterly dividend of 1½ per cent.

The Avon Cotton Mill Co., of Gastonia, N. C., it is reported, has declared an annual dividend of 5 per cent.

The Nashville, Chattanooga & St. Louis Railroad Co. has declared a dividend of 1 per cent., payable May 2.

The Alexandria (Va.) Building Fund Association has declared semi-annual dividends on three of its stock issues

Semi-annual interest on consolidated 5 per cent, bonds of the Chesapeake & Ohio Railway, due May 1, will be paid on and after that date.

TO CONTRACTORS.

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OF BALTIMORE.

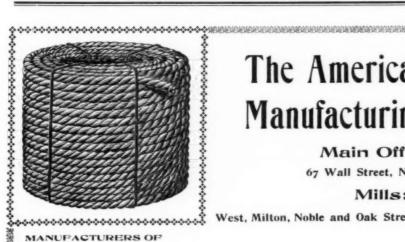
OF BALTIMORE.

Paid-up Capital, \$1,000,000.
Surplus, \$1,000,000.
DEPOSITS RECEIVED
On which interest is allowed, governed by current rates obtainable.

TRUSTEES AND ADMINISTRATORS.
This company is a Legal Departiory for funds in the hands of Trustees or Administrators, and allows interest on same pending distribution.
Authorized to act as Executor, Administrator, Guardian, Receiver or Trustee.
ACTS as Trustee of Mortgages of Corporations and accepts Transfer Agency and Registry of Stocks.

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Vaults supplied for Storage of Silver Chests, etc.

JOHN GILL, of R., President.



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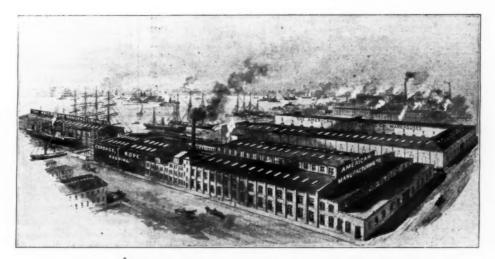
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PROPOSALS

POST OFFICE DEPARTMENT.

WASHINGTON, D. C., April 5, 1998.

SEALED PROPOSALS will be received at this Department until Thursday, May 5th, 1898, at 2 o'clock P. M., for furnishing for the use of its Mail Equipment Shops, such supplies, cons sting of wire, rivets, burrs, emery, steel, chemicals, oils leather, thread, etc., in such quantities of the different articles respectively, and at such times and from time to time, as they may be ordered during the fiscal year, beginning July 181, 1898.

A complete list of the articles desired, with full specifications and form of proposal, will be furnished upon application to Second Assistant Postmaster-General.

JAMES A. GARV.

JAMES A. GARY, Postmaster General.

PROPOSALS FOR FURNISHING REGIS-TERED PACKAGE, TAG OFFICIAL AND DEAD-LETTER ENVELOPES.

DEAD-LETTER ENVELOPES.

POST OFFICE DEPARTMENT.

WASHINGT JN. D. C., March 26, 1898
SEALED PROPOSALS are invited, and will be received at this Department until 12 M, on Thursday, the 5th of May, 1898 for furnishing such Registered Package, Tag. Official, and Dead-Letter Envelopes as may be ordered for the use of the Department, postmasters, and the postal service during a period of one year, beginning on the first day of July, 1898
Proposals must be made on the blank forms povided by the Department, securely enveloped and sealed, indorsed "Proposals for furnishing Registered Package. Tag. Official, and Dead-Letter Envelopes," and addressed to the Third Assistant Postmaster General, Washington, D. C. Bids delivered in person must be handed in at or before the hour above specified for the receipt the reof; otherwise they will not be considered. Flank forms of proposal, with full specifications and samples of the envelopes will be furnished upon application to the Third Assistant Postmaster General.

JAMES A. GARY,
Postmaster General.

JAMES A. GARY, Postmaster General.

PROPOSALS FOR FURNISHING ENVEL-OPES FOR THE SEVERAL EXECUTIVE DEPARTMENTS DURING THE YEAR ENDING JUNE 30, 1899.

DEPARTMENTS DURING 1899.

POST OFFICE DEPARTMENT.

WASHINGTON, D. C., March 26, 1898.

By the 96.h Section of the Act of Congress approved january 12. 1891, it is made the duty of the Pot marter General to contract for all Envelopes, both plain and printed, to be used "by his own or other Departments."

Under this auth rity proposals are hereby invited and will be received at this Department until 2 P. M., on Thursday, the 5th day of May, 1898, for furnishing such Envelopes as the several Executive Departments in Washington may require during the vear ending June 30 1899.

Proposals must be made on the blank forms provided by the Department, securely enveloped and sealed, indorsed "Proposals for furnishing Envelopes for the several Executive Departments," and a diressed to the Third Assistant Postmaster General, Washington, D. C. Bids to be delivered in person must be handed in at or before the hour above named; otherwise they will not be considered.

Blank forms of proposal, with full specifications, will be furnished upon application to the Third Assistant Postmaster General.

JAMES A. GARY,
Postmaster General.

DROPOS LLS FOR MISCELLANEGUS SUP-

PROPOSALS FOR MISCELLANEOUS SUP-PLIES FOR THE POST OFFICE DE-PARTMENT.

PLIES FOR THE POST OFFICE DEPARTMENT.

POST OFFICE DEPARTMENT,
WASHINGTON, D. C., April 5, 1898
Sealed proposals will be received at this Department until Thursday, the 5th day of May,
1838, at a o'clock P. M., at which time and place
they will be opened in the presence of bidders or
their authorized agents or atto neys, for fu nishing the Department with such coal, wood, ice,
carpets, chairs, cost on cloth (for map mounting).
soap, closet paper, dusters, corn brooms, and
forage, as may be ordered during the fiscal year
beginning July 1, 1898, and ending June 30, 1899
dids are also invited for the purchase of waste
paper from the Department; old jute, old cotton
canvas, old string, jute heads with rings, and
scrap leather from the Mail Equipment Division,
and for washing towels.
Blanks for proposals, with specifications giving
detailed s'atements of the requirements to be met
in respect to each article and also the estimated
quantities probably to be required of each, and
giving full instructions as to the manner of bidding and the conditions to be observed by bidders,
will be furnished on application to the Disbursing
Clerk and Superint ndent, Post Office Department, Washington, D. C.
The Postmaster-General reserves the right to
reject any or all bids, to waive technical defects,
and to accept any part of any bid and reject the
other part.

JAMES A GARY,

JAMES A GARY, Postmaster General.

PROPOSALS FOR SUPPLIES FOR THE POST OFFICE DEPARTMENT AND POSTAL SERVICE.

POSTAL SERVICE.

POST OFFICE DEPARTMENT,
WASHINGTON, D. C., April 2, 1898.
Sea'ed proposals will be received at this Deartment until Thursday, Mav 5, 1898, at 2 o'clock
M., for farnis'ning wrapping paper, wrapping
aper for facing slips, twine, letter scales, posticking and rating stamps, rubber stamps, canelling tok, pads, paper, rubber goods, pens, pen
elling tok, pads, paper, rubber goods, pens, pen
elling tok, pads, paper, rubber erasers, books, typeriter supplies and miscellaneous stationery, inch quantities of the different articles respecvely, and at such times, and from time to time,
they may be ordered, during the fiscal year
eginning July 1, 1998, and ending June 30, 1899,
or the use of any branch of the departmental or
stal service.

for the use of any branch of the departmental or postal service. Blanks for proposals, with specifications giving detailed statements of the requirements to be met in respect to each article, and also the estimated quantities probably to be required of each, and giving full instructions as to the manner of bidding and the conditions to be observed by bidders, will be furnished on application to the Superintendent of the Division of P. at Office Supplies, Post Office Department, Washington, D. C.

D. C.

The Postmaster-General reserves the right to reject any or all bids, to waive technical defects, and to accept any part of any bid and reject the other part.

JAMES A. GARY, Postmaster-General.

CEALED PROPOSALS will be received by the City Clerk up to 7 o'clock P. M., June 7, 1898, for furnishing 50 arc ligh 5 of 2000 candle-power each, to be used in lighting the streets of the city of Greenville, Mississippi, and for such Incandescent lights as may be required, under a franchise to be granted by the City Council. J. M. LEE, City Clerk, Greenville, Miss.

SEALED PROPOSALS

Will be received by the Board of Supervisors of Claiborne County, Miss., to be opened on 1st Monday of May, 1898.

1st. For making the chancery clerk's office fire and damp proof.

2d. For fitting said office up with suitable shelving for books and papers.

Bids may include both works or be separate.

A. K. JONES, Clerk.

Port Gibson, Miss.

Proposals for the Installation of the Plumbing in New Courthouse, Baltimore City, Md.

in New Courthouse, Baltimore City, Md.

Office of Courthouse Commission,
City Hall. March 16, 1898.

Sealed proposals will be received at this office until 3 P. M. of MONDAY,
April 25, 1898, and immediately thereafter opened, for the INSTALLATION
OF THE PLUMBING IN THE NEW
COURTHOUSE FOR BALTIMORE
CITY, now in course of erection.
Copies of the drawings and specifications may be seen on and after Monday, March 25, 1898, by those desiring to submit proposals, at the office of the Inspector of Buildings, City Hall; at the office of the Architects, Wyatt & Nolting, 4 E. Lexington Street; at the rooms of the Builders' Exchange, Baltimore, or a copy of the Drawings and Specifications will be furnished on application and payment of \$25, of which \$20 will be refunded upon the return of the same complete Each bid must be accompanied by a certified check for a sum not less than 2 per cent. of the amount of the proposal, made out to the order of the Mayor of Baltimore City.
The right is reserved to reject any or all bids, and to waive any defects or informalities in any bid should it be deemed to the interest of the city to do so. All bids received after the time stated will be returned unopened.
BUILDING COMMITTEE OF NEW COURTHOUSE.

BUILDING COMMITTEE OF NEW COURTHOUSE.
HENRY D. HARLAN,
ROBT. H. SMITH,
Sub-Committee.

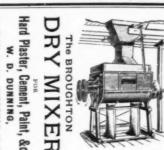


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Will you supply them?
For descriptive circulars and price, address

The Hartzell Novelty Works, Alliance, O., U. S. A.







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DURABLE HEALTHFUL NOISELESS

20,000,000 square yards faid in eighteen years

For plans and estimates apply to

THE BARBER ASPHALT PAVING COMPANY, General Office, il Broadway, New York.

Think of it. We sell 10,000 AA-0% SIZE, good quality envelopes printed for \$10. Write for samples. ATLANTA ENVELOPE CO., Atlanta, Ga.

PUNCHES with Flat and Spiral Shear Points

PITTSBURGH FEED WATER HEATERS.

Made in all Styles Open and Closed Types. Complete Line.

Write for Illustrated Cat. PITTSBURGH FEED WATER HEATER & ENG. CO., Pittsburgh, Pa



SCREW PLATES

MILLING CUTTERS

THE PRATT & WHITNEY CO., Hartford, Conn., U. S. A.

NEW YORK: 123 Liberty Street. BOSTON: 144 Pearl Street. CHICAGO; 42 S. Clinton Street

The Following Patent Rights on a Val-uable Patent Are Offered For Sale:

(66668)

uable Patent Are Offered For Sale:

The entire territory west of the Mississippi River-sixteen States. We offer to sell ab. outely all patent rights in those States We offer to sel ab. outely all patent rights in those States We offer to sel to steam boiler manufacturers right to make and put our grate in all new boilers sold by them in any territory of the United States. We also offer to sell one-fourth interest in the invention in patents applied for in England, Canada, Mexico and France. Would sell entire interest in France. The invention is an Improved Sectional Grate Bar, and its practicability and superiority have been assured. The Grate has been tested and gives entire satisfaction, being a great saver of fuel. Salesmen wanted on commission for entire United States, Western territory included, until patent right is sold. For further particulars apply to EARL & WILSON, Box 324, Gastonia, N. C. P. S.—We are now ready to supply those grates to steam power users and others. Correspondence solicited.

26,000 ACRES OF LAND From 4 to 16 miles from Summerville, S. C. a noted health resort, containing long and short leaf pine, oak, hickory ash, cypress, etc. Contains excellent farming and pasture land, and is convertible into a game preserve. Also second-hand machinery in good order.

A. W. TAYLOR LAND & LUMBER CO.
SUMMERVILLE, S. C.

TIMBER LAND.

21,000 ACTCS

Off several one acre blocks on N., S., E., and W. portions of this tract, and then measured the thereon, using Scribner's Lumber and Log Book. Best acre measured 80,027 feet B. M.; thinnest acre, 19,964 feet; general average, 19,271 feet per acre, divided as follows, viz: Hemlock, 19,016 feet; Spruce, 11,356 feet; Cherry, 2,778 feet; Maple, 2,077 feet; Birch, 1,212 feet, Sugar, 948 feet; Ash, 794 feet; Beech, 818 feet, and Cucumber, 270 feet. Total amount of merchantable timber on this tract (approximated)

863,962,000 FEET.
The Title is Guaranteed to be Absolutely Perfect.
Price and terms very reasonable. Sworn statement of the experts and detailed information sent upon application to THE SOUTHERN REAL ESTATE EXCHANGE, Clarksburg, W. Va.

CHAS. McFADDEN, Jr.,

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Railroad Contractors.

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Saw mill, dry kiln, lath mill, planers, etc., two engines and boilers, tram road and locomotive, 22 mules and logging carts, quantities of short and long leaf trmber. Good location on railroad 40 miles from Charleston, S. C. Particu'ars upon application. Address, MILL PLANT, care Manufacturers' Record.

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An ideal city for a HOME. Full of historic interest. Cost of living is cheap and climate delightful. Educational facilities are unsurpassed.

Garden produce of farms near Charleston is shipped to Northern and Eastern markets at good profits.

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FOR SALE CHEAP.

Two 8 to 10 H. P. and 1 25 H. P. Upright Engine,

112 H. P. Horizontal Engine

I 60 H. P. Upright Boiler

REUTER & MALLORY, Baltimore, Md.

Special Commissioner's Sale of the Newport

Special Commissioner's Sale of the Newport
Cotton Mill, Newport, Tenn.
The following describes the property: The
building is a heavy brick structure, 40x200, four
stories high; the dye house 40x60, and engine and
boiler buildings are of frame, covered, roof and
sides, with iron. The engine is a Frick & Co.
Corliss of 130 H. P.; a Erie City boilers, 80 H. P.
each. The Hooms are of the Bridesburg & Knowles
pattern, 192 in number, with quillers and beams
sufficient for service. The dye house is equipped
with dyeing and drying machines sufficient for 500
or more looms. The building will accommodate
100 more looms. Buildings and machinery will be
sold separately and together. Newport is the
county seat of Cocke County, Tennessee, situated
in a beautiful, fertile and healthy section. Labor
abundant and cheap. Living as cheap as anywhere in the entire South. The mill is situated
on the main line of the Southern Railway running
direct to Washington. Any further information
will be cheerfully given by JOHN W. FISHER,
Special Commissioner, Newport, Tennessee.

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Charter is good in any state, no liability, signers furnished saving you \$40, consultation free

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Incorporate Your Business. West Virginia Laws Most Liberal.

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Plan mailed on application. Plan mailed on application.

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Largest and Cheapest H. P. in the South.

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COLUMBUS, GA.

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In Alabama, Florida, Mississippi and Texas. Dry, Healthy, Fertile and Well Timbered. YELLOW PINE LANDS A SPECIALTY.

Apply to or address JOHNSTON & NELSON, 241 E. German Street, BALTIMORE, MD.

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UNLIMITED ELECTRIC POWER

In large or small units for manufacturing purposes. Columbia is in the centre of the cotton producing country. Low freight rates to all points. An ideal manufacturing location. GEORGE WALLACE, General Manager, Besten Office, 53 State St., Room 608. WM. C. HAWKINS, Managing Engineer, Columbia, S. C.

The Place for Factories. urrounded by the ice plantations and heaply in Wilming cheap also. Our he South Atlantic (e timber and cotton belt. Our cotton mil day and night, and new factories are ex-t from taxation for ten years. further information write to the

SECRETARY of Chamber of Com

Southern Cotton Mill WANTED.

A practical cotton manufacturer would buy A practical cotton manufacturer would buy onehalf interest in a cotton cloth or yarn mill of five
to ten thousand spindles. Or would arrange
with a company having a good mill with latest
make of machinery who are in need of financial
assistance to loan the amount needed, interest
and security being satisfactory, and take management of mill during time of loan.
Address A. B. C., care of this paper, giving
full description of property; also price.
State make of machinery and how long in use.

VALUABLE COTTON MILL FOR SALE.

ROSALIE MILLS COMPANY'S PROPERTY

at Natchez, Miss.,
including buildings, tenements and
machinery.
Production 3000 pounds per day,
Machinery of latest design and in firstclass order.
Address for particulars and terms

W. H. SHIELDS, Natchez, Miss. Natchez, Miss.

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iso bri. mill wanted at Rutherford, Tenn. In ntre of fine wheat country. Practically no mpetition. Liberal bonus to right parties.

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Manufacturers who are contemplating removing their plant or establishing a branch factory are invited to inves tigate the superior advantages pessessed by the

Roanoke Navigation & Water Power Co.

The third largest power in the United States, situated at WELDON, N. C., at the junction of the Seaboard Air Line and Atlantic Coast Line.

2000 HORSE POWER NOW READY for immediate use and capable of development to almost any extent, situated at the head of navigation of Roanoke River and junction of Atlantic Coast Line and Seaboard Air Line, INSURING FIRST-CLASS SHIPPING FACILITIES TO ALL POINTS AND LOW FREIGHT RATES. Absolutely free from interference by high water. Good manufacturing sites for various industries are available. 2,000,000 brick on hand and a yard sufficiently large to supply any demand. Weldon is in the centre of the RICHEST COTTON LAND IN THE SOUTH, 200,000 BALES COTTON BEING PRODUCED ANNUALLY.

This section is RICH in TIMBER and WOOD for manufacturing purposes, as well as for making acetate of lime of potash. Boats using 3½ feet water can go up the river from our power site for 30 miles, developing a valuable timber country that has not been penetrated. FOR THE ESTABLISHMENT OF AN ICE FACTORY no better location can be found, having a territory of a radius of 50 miles, containing a population of 400,000.

LABOR INTELLIGENT, ABUNDANT and CHEAP. ALL DESIRABLE and NEEDED ADVANTAGES.

Our power can be bought or leased at reasonale rates. Will take pleasure in answering all

ADVANTAGES.

Our power can be bought or leased at reasonable rates. Will take pleasure in answering all requests for detailed information. Address

Roanoke Navigation & Water Power Co. JAS. W. WILSON, Prest. 4 Gen. Mgr.

WELDON, N. C

Cotton Machinery

FOR SALE.

Apply New York Office, 18 Walker Street or at Mills, Paterson, N. J.

Plant of 40,000 Spindles Being Sold.

Carding, Spinning, Warping and Weaving Machinery. All in excellent condition.

Prices Low. Send for Complete List.

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Robt, Franklin Adams.

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Parties desiring to start new enterprises or change location, are invited to investigate Radford, Va. Good climate, water and drainage, elevation, 1800 feet. On Norfolk & Western Ry, at junction of Columbus, O., and Pocahontas Coal Fields divisions, as well as Southern connection via Knoxville, Fenn. In midst of fine agricultural country and 25 miles from ore fields. Population, 4000, churches, public and private schools, electric light and car line. Ice plant and other manufactures.

Responsible parties are offered inducements, including no city taxes for five years. Address

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G. T. KEARSLEY. Secretary Board of Trade, RADFORD, VA.

For Sale. - COTTON MILL
Situated on Shoal Creek, in Lawrence County,
Tenn., four miles from Lawrenceburg, Tenn,
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Mill is run by water with a fourteen foot fall.
There is about 2000 acres of land, 1700 well timbered, connected with the Mill property, which
can be bought at a bargain. Also 49 acres of rich
land on edge of corporate limits of Nashville,
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For further description address
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General law practice. Collections, loans, money invested, options secured and information furnished concerning Southern properties of all kinds.

The United States of America. District of South Carolina.

In the Circuit Court, Fourth Circuit.

In Equity.

The American Bonding and Trust Co. of Baltimore City, Complainant.

against

The Carolina Mutual Telephone and Telegraph Company and James E. Keelyn, Defendants.

James E. Keelyn, Complainant, against

The Carolina Mutual Telephone and Telegraph Company, et al, defendants.

By H. H. DeLEON, Auctioneer.

By H. H. DeLEON, Auctioneer.

Under and by virtue of a decree of the Circuit Court of the United States, for the District of South Carolina, in the above entitled cause made and filed on the 16th day of April, 1898, we will sell at Public Auction at Charleston, in the county of Charleston, State of South Carolina, at the county courthouse in the said city of Charleston, at the hour of eleven o'clock A. M., on the 3d day of May, 1898, all and singular the machinery, plant, poles, wires, batteries, telephones, receivers, transmitters, switchboards and all other electrical appliances whatsoever of the said Carolina Mutual Telephone and Telegraph Company, including all personal property of every kind and description, franchises and privileges, of the said defendant, the Carolina Mutual Telephone and Telegraph Company, now in the custody of this Court through the Receivers heretofore appointed in said cause.

TERMS OF SALE. Cash payable within 30 days from the day of sale, no bid will be received or considered for less than fifteen thousand dollars, and unless the person or persons bidding shall have first deliverd to us previous to such bid made or received the sum of two hundred and fifty (\$250) dollars in cash orcertified check on some National Banking Association in the state of South Carolina, to be held by us as payment or account of said bid, upon compliance therewith by the purchaser or purchasers, and upon his or their failure to comply with the said bid without legal cause, such deposit shall be forfeited and be held by us subject to the further order of the Court. Purchaser or purchasers shall pay all taxes accrued and payable on day of sale and to accrue and become payable subsequent to the day of sale, and fifty dollars to us for papers. In the event of any purchaser failing to comply with the terms of sale, or any of them, we will resell, unless otherwise hereafter ordered by the Court, after two weeks advertising of the same by publication in the Charleston News & Courier the said proposed purchaser o

inal sale

Any party to said cause or any intervening or other creditors may become a purchaser of the said premises, property, and franchises so to be sold, and may pay in as part of the purchase money any amount payable as a dividend on any bonds held by such purchaser secured by the mortgage herein, after all prior payments ordered by the Court.

H. Del FON

H H. DELEON, GEORGE B. EDWARDS, Special Mast

WANTED.

Al Business Man as Partner,

with five to ten thousand dollars capital, in a well located, well established, thoroughly equipped Bridge Plant, in West Virginia. With orders on hand with which to commence business. Address

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7000 Acres of Yellow Pine Timber Lands, on the Georgia Coast. Address W. A. WILLCOX, Darien, Ga.

BY SPECIAL COMMISSIONER

SPECIAL COMMISSIONER'S SALE. JUDAH HART VS. MUNICIPAL ICE MANUFACTURING COMPANY.

W,

A.

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MANUFACTURING COMPANY.

IN THE MATTER OF THE INTERVENTION OF GEO. S. DODDS.

No. 12,626—In the United States Circuit Court for the Eastern District of Louisian. New Orleans Division.

In pursuance of a decree rendered by the Hon. Don A. Pardee, Judge of the United States Circuit Court for the Eastern District of Louisians, New Orleans Division, in the above entitled and numbered cause, and of an order granted by said court and to me directed, I will sell at public outcry, to the last and highest bidder, for cash, without appraisement, on the premises, corner of South Water and Market streets, in the city of New Orleans, Louisiana, on SATURDAY, the 7th day of May, 1898, beginning at 11 c'clock A. M., the following described property, to-wit:

o'clock A. M., the following described proyerty, to-wit:

THE LANDS AND IMPROVEMENTS
THEREON, and the rights, ways, privileges,
servitudes and advantages thereunto proseribed in an act of mortgage passed beforJefferson C. Wenck, notary public, in the
city of New Orleans, Louisiana, on the 30th
day of January, 1852, as follows, to-wit:

1. SEVEN CERTAIN BATTURE LOTS
OF GROUND, together with the buildings
and improvements thereon, and the rights,
the seribed in the series of the series of the series
and improvements thereon, and the rights,
the series of the series of the series of the series
thereunto appertaining and belonging, situate in the First district of this city, in the
square bounded by Water, Market, New
Levee and St. James streets, forming togregate measurement as follows:

A front on Water street of one hundred
and front on Water street of one hundred
and front on Market street, where is depit
and front on Market street on the series
in with the street, where is depit
and front on Market street, where is depit
and front on Market street, on the
same is depating the street, where is depth
and front on Market street, where is depth
and front in the office of Henry Co.

"In the street is depth of the property of the street, where is depth
and front is depth of the property of t

mortgage, and free from all liens and en-cumbrances of any subsequent mortgages or liens or privileges, but subject to the taxes on the property for the year in which said sale is made, which shall be assumed by the

purchaser.
For further particulars see the decree on file in the United States Circuit Clerk's office, at New Orleans, La.
ALCEE LeBLANC, Special Commissioner.

FOR SALE.

Up-to-date Wheel Factory

in one of the best Southern cities. 5 railroads.
Capacity 130 sets of wheels per day. 10,000 finished spokes per day. Best of material right at door at cord-wood prices. Address
P. O. BOX L,
Meridian, Miss.

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of Valuable Manufacturing Property, at RICHMOND, VA.

The works of Talbott & Sons Co., with the plant and good will, which have been in operation more than 50 years, well equipped for the manufacture of engines, boilers, saw mills and machinery generally. To be sold at auction on April 28, 1898. The works are located on Cary Street, and cover about two acres of ground. For full particulars apply to

N. W. BOWE. Real Estate Auctioneer, RICHMOND, VA.

FOR SALE CHEAP.

MILL PROPERTY

Planing Mill Machinery and Manufacturing Plant, Double Story Building covering 5 city lots, located in heart of city on two main railroad lines.

Building admirably equipped for wood manufacturing purposes, all being in perfect order and ready for operation. Abundance and low price of raw material, together with low freight rates to jobbing centers, makes this an unexcelled point for wood manufacturing plant. Detailed particulars furnished

> BROBSTON, FENDIG & CO. BRUNSWICK, GA.

FORECLOSURE SALE

Property and Franchise of Standard Cotton Mills of Rock Hill, South Carolina.

Under and by virtue of the decree of the Circuit Court of the United States, for the District of South Carolina, filed the fourth day of April A. D. Court of the United States, for the District of South Carolina, filed the fourth day of April A. D. 1898, in the cases of A. Klipstein & Company vs. Standard Cotton Mills, et al, and Central Trust Company of New York vs. Standard Cotton Mills, et al, I, Julius H. Heyward, Standing Master of said court, will sell at public auction upon the premises of said defendant corporation, in the city of Rock Hill, in the county of York and State of South Carolina, on the tenth day of May, 1898, at 12 o'clock M., "the entire property and estate of Said corporation, embracing twenty-seven acres of land, more or less, situated on the line of the Ohio River and Charleston Railway, in the city of Rock Hill and county of York and State of South Carolina, adjoining lands now or formerly of W. B. Wilson and A. R. Smith, Mrs. Margaret Kimbrell, I. & A. Jones, W. M. Steel, and others, including the factory and all dwellings and outhouses thereon, all the machinery In said factory, fixtures, workshops, tools and materials, and all the Corporate Rights and Franchises and Privileges of said Corporation, and any and all other property of said Corporation, and any and all other property of said Corporation, and any and all other property of said Corporation, and any and all other acredit of twelve months with interest from day of sale, secured by bond of the purchaser and a mortgage of the premises, property to be insured for amount of credit portion and policy assigned as additional security. Purchaser to have the privilege of paying all cash.

The upset price will be \$\frac{1}{2}\text{ \$\text{ at }0\$ and property as a whole, and no bid shall be finally accepted

privilege of paying all cash.

The upset price will be \$40,000 for said property as a whole, and no bid shall be finally accepted unless accompanied with a certified check for \$5000, which shall be forfeited in case of the purchasers failing to comply with the terms of sale. In complying with the terms of said sale any bondholder may use his bonds as cash to the extent of the dividend that he would be entitled to receive on said bond or bonds, and any party to the cause has leave to become a purchaser.

JULIUS H. HEYWARD,

Bargains in Machinery FOR IMMEDIATE DELIVERY

YOU CAN SAVE MONEY

by buying your Dynamos, Lamps, Generators, Motors, etc., from us.

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Automatic Engines and Boilers in great variety at low prices. These engine have been all rebuilt, are practically equal to new Send for quotations. State just what you need.

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BARGAINS sin New and MACHINERY.

Lathes from 12" to 48", Planers from 20" up to 60", 48", 54" and 60" Radial Drills, No. 2 Newton Mil-ing Machine, No. 2 Screw Machine, Shapers from 6" to 30", Boilermakers' Punches, Shears, Edge Planers, Rolls, Drills, Engines, Boilers, Pumps and Dynamos.

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One Morgan Traveling Crane,

Ten tons capacity, span 45 feet 6 inches. In first-class condition.

THE WESTINGHOUSE MACHINE CO

FOR SALE.—1 80 H. P. Poole & Hunt Engine; 140 H. P. Nagle Engine; 165 H. P. Engine; 2 No. 5 Knowles Pumps; 1 No. 6 Knowles Air Pump and Receiver; 1 10" x 12" Porter Engine; 135 H. P. Erie City Iron Works Economic Boiler; 150 H. P. Return Tubular Boiler; 3 6 H. P. Return Tubular Boiler; 3 6 H. P. Return Tubular Boiler; 18 H. P. Upright Boiler, all thoroughly overhauled, also 1 Marine Boiler, all thoroughly overhauled, also 1 Marine Boiler, all thoroughly overhauled, also 1 Marine Boiler (Cast Iron Pipe with flanges on ends and a Lot of Saw Mill machinery. Write for prices to JOHN F. RILEY'S MACHINE WORKS, 6 and 8 South Street, CHARLESTON, S. C.

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Girder and Tee Rails.

REPRESENTING
Matthew Addy & Co.
PIG IRON.

UNION MINING CO. Dayton Coal & Iron Co.

'Mt. Savage'' Fire Brick PIG IRON.

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NEW DECATUR, ALA.

Machinery to Manufacture

We have a thoroughly equipped Machine shop, Carpenter Shop and Foundry, and can do all classes of Machine Work very reasonable. Try us.

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FREDERICKSBURG, VA.

Special Lot Second - Hand Tools.

LATHES.

LATHES.

46"x20' D. W. Pond, ex. h'vy, cpd, rest and chuck.
32"x18' Fay & Scott, cpd, rest.
26"x14' Perkins, cpd, rest,
24"x24' D. W. Pond, cpd, rest and chuck.
24"x22' Fitchburg, cpd, rest.
18"x 8' Fardford, plain rest.
18"x 6' Bradford, plain rest.
13"x 5' Reed, raise and fall rest.
13"x 5' Reed, raise and fall rest.

PLANERS.

PLANE! 48"x16' Putnam, A: order. 36"x 8' Bement. 30"x 8' Gray, latest pattern. 30"x10' Rochester. 26":

30"x10' Rochester. 26"x 6' D. W. I SHAPERS. 12" stroke, Gould & Eberhardt, crank. 15" stroke, Hendey, improve style, 16" stroke, Gould & Eberhardt, crank. 24" stroke, Hendey, friction. UNIVERSAL MILLER.

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Kempsmith, "tool size."
Brainerd No. 15, "tool size."
Cincinnati No. 4, largest size.
Cincinnati No. 4, largest size.
SCREW MACHINES.
Jones & Lamson, auto. chuck and roller feed, capacity, 2 1-16"; friction gears; turre feed and tools.
Jones & Lamson, auto. chuck and roller feed, 1 5-16"; tools, etc.
UPRIGHT DRILLS.

UPRIGHT DRILLS.

Prentice, 21", back geared. Hamilton, 25", complete. Prentice, 30", standard, complete. RADIAL DRILLS.

MISCELLANEOUS.

or Boring Machine, large size, Pratt& Whitney. tomatic Gear Cutter, 36". Gould & Eberhardt. wer Presses, Bliss and Stiles.

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Incandescent—16, 30, 35, 40, 50, 60, 100, 125, 150, 200, 250, 300, 350, 425, 500, 540, 650, 750, 1000 Light.

ATC—9, 18, 20, 28, 30, 35, 40, 45, 50, 60, 65 Light; 1200 C. P. or 2000 C. P.

Alternators—500, 600, 659, 750, 1000, 1300, 2000 Light.

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All of Standard makes, principally Edison, Thomson-Houston, Westinghouse, Brush. Send for monthly BARGAIN SHERT giving complete list with prices. Also Motors, Arc Lamps, Instruments and Supplies.

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10 ft. 6 in..... 1¼ in. pipe.
62 ft. 9 in..... 3¼ in. pipe.
7 ft. 6 in..... 4¼ in. pipe.
17 ft. 0 in.... 6 in. pipe.
15 ft. 10 in.... 8 in. pipe.
4 ft 7 in.... 9 in. pipe.
262 ft. 2 in... 10 in. pipe.
244 ft. 4 in.... 18 in. pipe.
245 ft. 4 in.... 18 in. pipe.
247 ft. 4 in.... 18 in. pipe.
25ECOND-HAND PIPE.
260 ft. 2 in. pipe. 940 ft. 2 in. pipe 1086 ft. 10 in.... 3 in. pipe 118 ft. 8 in.... 4 in. pipe 1 good condition. Threads pre

CAMPBELL & ZELL COMPANY,
Mrs. Water Tube Boilers, BALTIMORE, MD.

FOR SALE.

FOR SALE.

L'NGINES for Blast Furnaces, Foundries, Converters and Rolling Mills. MILL TRAINS (3-high), 36 in., 36 in., 26 in., 18 in., 12 in. and 6 in. SHEARS for Blooms, Billets, Plates, Sheets, Oid Rails and Scrap. CRANES—Yale and Towne Pillar Crane (10-ton).; Jib Cranes, Iron and Wooden. STEAM HAMMERS, various sizes and makes. SQUEEZERS (Rotary). FLY WHEELS and BAND WHEELS, various sizes. Punches, Straighteners, Roll Lathe, Riveter, Machine Shop Tools, etc., etc. LOCOMOTIVES, various gauges, sizes and styles.

B. M. EVERSON, 301 Smithfield Street, PITTSBURGH, PA. Sales Agt. BALDWIN LOCOMOTIVE WORKS, Philadelphia, Pa.

FOR SALE.

One second-hand "BERRYMAN" HEATER AND PURIFIER, in perfect condition and guar-anteed good as new. Will sell cheap for cash Address:

M. F., care Mfrs. Record, Baltimore, Md.

FOR SALE.

A number of Second-hand

SPLIT SWITCHES
for 30 lb. rail, (3 ft. gauge of track),
including 4 ft. or 6 ft. Frog, Ground
Lever, Switch Points and Connecting
Rods.

New and Relaying Steel Rails Bought and Sold. ROBINSON & ORR, 419 Wood St., PITTSBURGH, PA.

FOR SALE.

RAILS and ROLLING STOCK

I goo tons 60 lb. Relaying Rails with Splices.
gos tons 56 lb. Relaying Rails with Splices.
1000 tons new Steel Rails, 48 lbs., with Splices and
Spikes.

Spikes. rome tens new Steel Rails, 45 lbs., with Splices and Spikes. Lot of narrow gauge engines, flat and box cars, at Galveston, Texas. Call or write.

BLOCK-POLLAK IRON CO.

CINCINNATI, OHIO, or CHICAGO, ILL. We are always in the market to buy relaying rails and scrap from of all kinds for cash.

POR SALE.

One Standard guage 23-ton Porter, saddle tank, switching locomotive, cylinders 12x18; 1 standard guage 15-ton Baldwin-Forney type, 18x14; 1 3-ft. guage, 13-ton Shay geared locomotive; 1 3-ft. guage, addle tank, 9-ton Porter, cylinders 19x16; 1 3-ft. guage, 13-ton saddle tank Porter, cylinders 19x16; 1 3-ft. guage, 13-ton saddle tank Porter, cylinders 19x16; 10 tons 30-lb. iron rails in Tennessee; 20 tons 3 and 30-lb. rails in Louisiana; 20 second-hand logging care, 3-ft. guage. Write for prices.

MASKINS WILLIAMS & CO.

1916 Morria Ave., BIRMINGHAM, ALA.

Wanted—Relay Rails and Scrap Iron for Cash.

FOR SALE.

Several Shay Patent

Logging Locomotives.

other logging locomotives and cars

M. MITSHKUN & CO.
Wight St. near Meldrum Ave., Detroit, Mich

Relaying Rails

50, 56, 58, 60, 67 and 70 pounds to yard FOR SALE.

DALLETT & CO.

PHILADELPHIA, PA. 201 Walnut Place,

RAILROAD EDUIPMENT for Sale

Relaying Rail and Splices, Locomotives, Coaches and Freight Cars.

HICKMAN, WILLIAMS & CO.

RAILS and LOCOMOTIVES

We have a lot of RELAYING RAILS with fastenings, 16 pounds to 55 pounds with fastenings. Also 12-ton, 15-ton, 25-ton and 30-ton LOCOMOTIVES. If in the market for RAILWAY EQUIPMENT write us for prices and specifications.

SOUTHERN IRON & EQUIPMENT CO., Atlanta, Co.

LOCOMOTIVES

ADAPTED TO A VARIETY OF USES.

All of the Lake Stroet Elevated R. R. Engines have had less than three and some of them less

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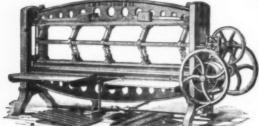
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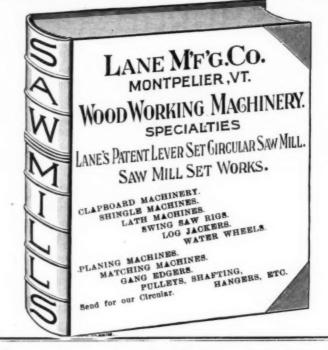
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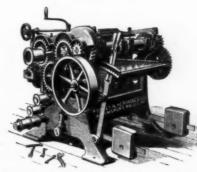
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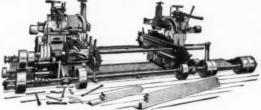
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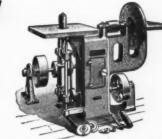


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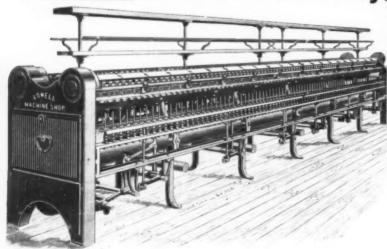
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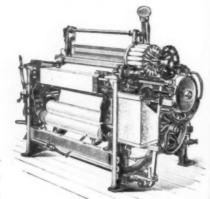
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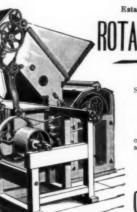
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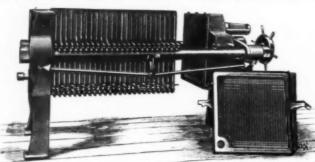
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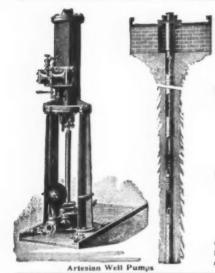
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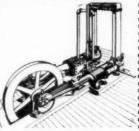
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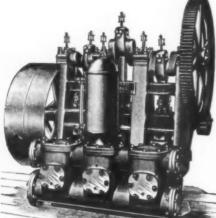
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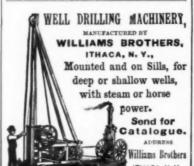
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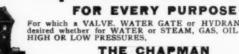
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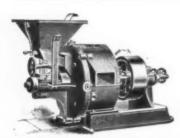




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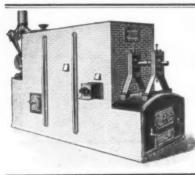
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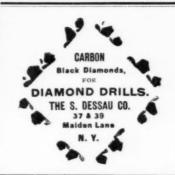


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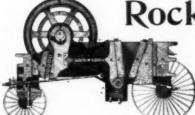
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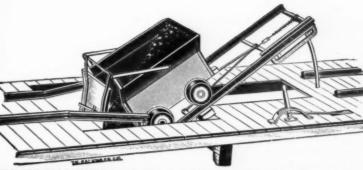
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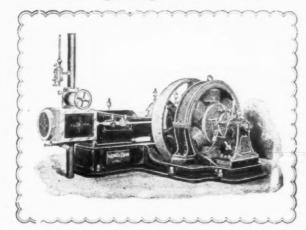
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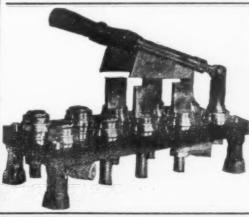
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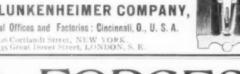
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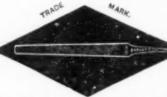
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